



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

City of Homer Agenda

**Port & Harbor Advisory Commission Regular Meeting
Wednesday, December 11, 2019 at 5:00 PM
City Hall Cowles Council Chambers**

CALL TO ORDER, 5:00 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

APPROVAL OF MINUTES

A. Regular Meeting Minutes for October 23, 2019

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VISITORS / PRESENTATIONS

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

A. Port & Harbor Staff Report for November & December 2019

Page 9

i. Memo from Matt Clarke, Deputy Harbormaster Re: 2019 Pacific Marine Expo

B. Homer Marine Trades Association Report

PUBLIC HEARING

PENDING BUSINESS

A. 2020 Draft Land Allocation Plan

Page 13

i. HCC 18.08.020 Land Allocation Plan

Page 15

ii. Land Allocation Plan, Section A: Lands Available for Lease

Page 17

iii. Draft 2020 LAP Homer Spit Map

Page 25

iv. HCC 18.28 Tidelands

Page 27

B. Overslope Development Follow-up

Page 39

i. Resolution 19-022

Page 41

ii. Memorandum to City Council 3/18/19

Page 43

iii. 1/23/19 PHC Meeting Minutes Excerpt

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iv. 2/27/19 PHC Meeting Minutes Excerpt

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v. 3/27/19 PHC Meeting Minutes Excerpt

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vi. 2/27/19 PHC Packet Excerpt

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NEW BUSINESS

INFORMATIONAL MATERIALS

<u>A.</u> Letter from The Nature Conservancy Re: Land Donation to City of Homer	Page 69
<u>B.</u> Letter from Dave Brann Re: Alternatives to “Paving Paradise”	Page 73
<u>C.</u> Kachemak Bay Birders Letter Re: Seafarer’s Memorial Parking Expansion	Page 77
<u>D.</u> Port & Harbor Monthly Statistical Report for October & November 2019	Page 81
<u>E.</u> Water/Sewer Bills Report for October & November 2019	Page 83
<u>F.</u> Crane & Ice Report	Page 85
<u>G.</u> Dock Activity Reports	Page 87
<u>H.</u> PHC 2020 Meeting Calendar	Page 93
<u>I.</u> Commissioner Attendance at 2020 City Council Meetings	Page 95

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE CITY COUNCILMEMBER (if present)

COMMENTS OF THE CHAIR

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **WEDNESDAY, JANUARY 22, 2020 at 5:00 P.M.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 19-11, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Steve Zimmerman at 5:03 p.m. on October 23, 2019 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS ULMER, STOCKBURGER, HARTLEY, ZIMMERMAN, CARROLL, AND DONICH (arrived 5:06 p.m.)

ABSENT: COMMISSIONER ZEISET (excused)

STAFF: PORT DIRECTOR/HARBORMASTER HAWKINS
DEPUTY CITY CLERK TUSSEY

AGENDA APPROVAL

Chair Zimmerman asked for a motion to approve the agenda.

ULMER/HARTLEY MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

Wayne Aderhold, city resident, commented on Spit parking, that it is becoming a finite space and is certainly time to talk about rationing and limits.

RECONSIDERATION

APPROVAL OF MINUTES

A. Regular Meeting Minutes for September 25, 2019

Chair Zimmerman asked for a motion to approve the minutes.

ULMER/HARTLEY MOVED TO APPROVE THE MINUTES FROM THE LAST MEETING.

Commissioner Stockburger confirmed with Deputy City Clerk Tussey that his absence from the September meeting was marked excused.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

Commissioner Donich arrived at 5:06 p.m.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

- A. Port & Harbor Staff Report for October 2019
 - i. 2019 AAHPA Certificate of Training for Bryan Hawkins

Port Director Hawkins provided his staff report and responded to questions from the commission on the following topics:

- Meetings and harbor tours with various delegates including Al Gross, Independent U.S. Senate candidate, and Ann Robertson, aide to U.S. Senator Lisa Murkowski.
- Harbor Officer Lowe receiving the 2019 Homer Port and Harbor Employee of the Year.
- Ice Plant Staff locating and resolving a small ammonia leak and anticipation of data from Coffman Engineers hired to conduct the efficiency study of the Ice Plant.
- AAHPA conference in Juneau, specifically notable topics such as Mr. Hawkins now being the president of the association, discussion on parking and tsunami effects on ports and harbors, seismic resilience planning, and new trends in harbor electrical and cathodic protection.

- B. Homer Marine Trades Association Report

Port Director Hawkins stated that the HMTA met last night. The group is working on preparations for the Fish Expo (held November 27 – 29th) and what items they're looking to feature, such as the new dock. He noted that the association is going up in booth size, which businesses have their own booth this year, and who is sharing with the HMTA booth.

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

- A. 2020 Draft Land Allocation Plan
 - i. HCC 18.08.020 Land Allocation Plan
 - ii. Land Allocation Plan, Section A: Lands Available for Lease
 - iii. Draft 2020 LAP Homer Spit Map
 - iv. HCC 18.28 Tidelands

Commissioner Hartley inquired on if staff plans to maintain leases on the Concrete Pad on Lot 12. Port Director Hawkins explained what leases and current activities are taking place on the pad. He feels that keeping the space available for short term, 5-year leases better benefits the harbor enterprise and provided per-square-footage rates to back up his recommendations. There was discussion on recent

projects being conducted on the pad, including boat construction projects, Sulphur load-outs, and gravel storage for paving projects.

Commissioner Stockburger requested clarification on the “approximately \$0.90 per square” rate listed on each land information page. Staff provided details on lease pricing, that the \$0.90 is an average but the actual rates will vary depending on the lease term and appraisal value of the land. Mr. Hartley commented on if overslope areas were developed that maybe they could be used for expanded parking areas. Commissioner Ulmer noted that eventually private enterprise will step in to provide a ride-share service.

Chair Zimmerman noted that the overslope area along Fish Dock Road, between Lot 88-3 and the Fish Dock Road, which they requested to add in earlier this year, was not on there. Staff noted the absence and said they will follow up with Planning Staff as to why it was not included.

There was brief discussion on parking being added once the new harbor expansion is built, and a new floating dock for vessel haul-out in Valdez.

Chair Zimmerman initiated discussion on Title 18.28 Tidelands and the need to review it and make changes since the code is from 1967. Staff noted that Planning Staff is requesting the commission begin discussion on Title 18.28 and is looking for recommendations by their December meeting to update this section of code. Ms. Ulmer inquired if there should be a worksession. Mr. Hartley voiced support of changes to code given future developments are in the works that would affect overslope/tideland areas. Deputy City Clerk Tussey recommended they utilize the time before their next meeting to become more familiar with the tidelands material, direct questions to Deputy City Planner Engebretsen or Mr. Hawkins, and come prepared to their December meeting before they decide whether they need to do a worksession.

There was brief discussion on how the commission would like to address the topic of tidelands, agreeing that they will come prepared to their next meeting in December with better talking points.

Mr. Hawkins requested confirmation from the commission on if there were any other amendment requests to the LAP, besides following up with why the already-approved overslope area was removed. There was a general suggestion that perhaps the LAP’s map should show the overslope areas designated as “available for lease” in red rather than yellow to mark them as “Overslope”.

Commissioners directed questions regarding the Auction Block lease to Mr. Hawkins, clarifying the current status of the vacant business and that the bank is paying the lease.

Staff reiterated with the commission that LAP review will be an end-of-the-year topic, Ms. Tussey will check with Planning Staff on the status of the overslope portion next to the Fish Dock, and that commissioners will come to their December meeting prepared to further discuss the LAP and Tideland code.

- B. Meeting Schedule for 2020
 - i. Draft Resolution 19-XXX Adopting 2020 Meeting Schedule

Chair Zimmerman opened the floor for discussion on the proposed 2020 meeting schedule. Commissioners made brief comments regarding the dates and confirming with Deputy City Clerk Tussey that they no longer have a November meeting per their recent bylaw amendment.

ULMER/STOCKBURGER MOVED TO ACCEPT THE 2020 MEETING SCHEDULE.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

- C. Seafarer's Memorial Parking Expansion & Spit Parking Plan
- i. Seafarer's Memorial Parking CUP 19-07
 - ii. Planning Commission 10/2/19 Meeting Minutes Excerpts Re: Seafarer Parking Expansion CUP 19-07 Application
 - iii. 2018 Comprehensive Plan: Chapter 5 Transportation
 - iv. 2011 Homer Spit Comprehensive Plan
 - v. 2011 Homer Spit Comprehensive Plan Maps
 - vi. 2019 Summer Photos of Homer Spit Parking Areas
 - vii. 2019 Parking Revenue Statistics

Port Director Hawkins spoke to the Seafarer's Memorial parking lot expansion, reiterating what is being proposed, noting what the issues are surrounding the project, and the pushback that occurred at the Planning Commission's October 2nd public hearing from public members concerned with losing greenspace. He described the suggested improvements and that the parking lots have to have a designated entrance/exit rather than using the state highway.

Discussion ensued between the commission and Mr. Hawkins on the following:

- Possible alternatives to make the Spit area safer in regards to parking and pedestrians.
- Using barriers and other ways to designate the diagonal parking that is right off the highway.
- The status of the CUP at the Planning Commission level and the negative public feedback that was received at that public hearing; Mr. Hawkins encouraged the commissioners to attend the next PC meeting on November 6, 2019 at 6:30 p.m. to show support for the project.
- Parking lot features in the proposed parking plan, such as paved walking areas, gravel area for parking, and using natural grasses for erosion control.
- Utilizing parking fees to curb parking congestion in the high-traffic areas, and the increase the Port and Harbor Dept. saw in parking revenue.
- Sections of the Homer Spit Comprehensive Plan that are in need of updating; staff will work with Planning staff to see if updates to the plan could be done in-house; process for updating the plan.
- Review of parking lot overview imagery included in the packet that depicts the congestion/use and where the lots can be improved to be more efficient.

- Identifying the parking priorities: 1) safety, 2) vessel owners, 3) business owners, etc. and how should parking passes be distributed based on priority.
- Getting the parking citation revenues to go to the enterprise and not the City's general fund; process for citations.
- Support of implementing paid parking lot throughout the entire facility, not just applying it to one lot; and the time duration of when parking fees will be implemented (year round, May – September, etc).

Chair Zimmerman requested to have Spit Parking Plan on the December agenda. Staff confirmed with the commission on what they will do, and what commissioners will do.

INFORMATIONAL MATERIALS

- A. Port & Harbor Monthly Statistical Report for September 2019
- B. Water/Sewer Bills Report for September 2019
- C. Crane & Ice Report
- D. Dock Activity Reports
- E. PHC 2019 Meeting Calendar
- F. Commissioner Attendance at 2019 City Council Meetings

Chair Zimmerman noted the informational materials. There was brief discussion on harbor stall and water statistics, and which commissioners will be reporting at the next City Council meetings.

COMMENTS OF THE AUDIENCE

Wayne Aderhold, city resident, thanked the commission on their parking discussion. He opined on possible next steps to manage parking on the Spit, and supported the idea of a parking study.

COMMENTS OF THE CITY STAFF

Deputy City Clerk Tussey and Port Director Hawkins had no comments.

COMMENTS OF THE CITY COUNCILMEMBER

COMMENTS OF THE CHAIR

Chair Zimmerman thanked the commission for a good meeting.

COMMENTS OF THE COMMISSION

Commissioner Ulmer thanked for a good meeting.

Commissioner Carroll noted that there are four acres for sale at the base of the Spit; perhaps it could be used for off-site parking. He also thanked staff for a good packet.

Commissioner Donich noted that he will not be at the December meeting.

Commissioner Hartley noted it was a good meeting and that he feels we're making good headway with parking.

Commissioner Stockburger echoed Commissioner Hartley's comments, adding that during his recent travels he got to see how other harbors are handling their parking issues.

ADJOURNMENT

There being no further business to come before the Commission the meeting adjourned at 7:02 p.m. The next regular meeting is scheduled for Wednesday, December 11, 2019 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

RACHEL TUSSEY, DEPUTY CITY CLERK I

Approved: _____



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

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Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

NOVEMBER & DECEMBER 2019 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- Bruce Lambert, US Department of Transportation Maritime Administration Gateway Director, Pacific Northwest and Alaska (teleconference)- Introduction to AAHPA, discussion on Maritime transportation and sources of funding
- Homer Marine Trades Association – monthly meeting
- US Coast Guard Marine Safety Detachment, Homer- Annual audit of Facility Security Plan
- US Navy, logistics: Jeb Cariker, Scott Kirpner, Justin Sims- Facility tour
- Mark Brinster, Brinster Photography- Re promotional video edits, updates, and additions
- Rachel Lord, AAHPA Executive Secretary- Re AAHPA business
- The AAHPA Board (teleconference) – Re board meeting regarding scholarships, ICAP, the Governor's budget and Harbor Grant funding
- Alaskan Fish Factory staff- Re annual outfall off site components inspection
- Michael Gatti, JDO Law- Re briefing with the new City Attorneys
- Army Corps of Engineers Staff(teleconference)- Re pre-bid annual dredging project
- Alaska Representative Vance- Re Port Expansion Project and Homer Spit erosion control
- Jenipher Cate, USACE and staff (teleconference) – Re PAS program and Homer Spit erosion control and mitigation plans
- Members of the public at the Pacific Fish Expo in Seattle- **(see attached memo)**

2. Operations

Vessels that utilized the Deep Water Dock and Pioneer Dock include:

Deep Water Dock

Bob Franco
CISPRI Endeavor/Barge141
Polar Wind/Togiak Trader
Marie H.
Stormbird
CISPRI Endeavor/Jovalan Barge
Dangerous Cape
Anna T.
CISPRI Perseverance
Pacific Wolf/DBL55

Pioneer Dock

Tustumena
Polarcus Alima
Pacific Wolf/DBL55
Sam Taalak
Greta S. Akpik

Notable Events:

- 10/18 The Polarcus Alima landed at the Pioneer Dock to load fuel and equipment after completion of its seismic survey work in lower Cook Inlet.
- 10/23 Operations staff completed an evaluation of the 33 CFR 105 regulated port facilities, including a new fence/gate installation on the deep water dock cargo storage terminal.
- 10/27 Harbor officers monitored areas vulnerable to coastal erosion during a fall storm coinciding with high tides.
- 10/28 Harbor officers provided facility security training for Chumley's Construction employees as Sulphur storage commenced at the deep water dock cargo storage terminal.
- 11/2 Harbor officers responded to and EMS call involving a 80 year old male with difficulty breathing inbound to the Homer harbor on water taxi.
- 11/2 Harbor officers received notice of a skiff found adrift in Kachemak Bay. Its owners were tracked down and notified.
- 11/6 Operations staff performed crankcase transmission oil changes aboard the harbor tug.
- 11/6 Harbor officers filed an accident report involving a 24' recreational vessel damaged at fuel dock due to excessive wake from 38' commercial fishing vessel.
- 11/14 Harbor Officer II, Mike Lowe, completed his final day of work.
- 11/14 Harbor responded to an EMS call involving a 16 year old male with neck injury at Kevin Bell Ice Arena.
- 11/15 Harbor staff assisted with placing a memorial rock in Kachemak Bay.
- 11/19 – 11/24 Deputy harbormaster, Matt Clarke, participated with the Homer Marine Trades Association at the 2019 Pacific Marine Expo at Century Link Field, in Seattle, WA.
- 11/25 Harbor officers monitored areas vulnerable to coastal erosion during a fall storm coinciding with high tides.
- 11/27 Harbor officers re-secured several parted mooring lines during a sustained high wind event (SE 50 knots).
- 11/30 Harbor officers responded to a small electrical fire aboard a 58' commercial fishing vessel inside the small boat harbor. The fire was doused using a fire extinguisher and HFD was notified for inspection.
- 11/30 A 40' section of dock washed ashore on the west side of the Homer Spit and broke apart. Harbor officers spent several hours removing flotsam and secured items of value. The carcass of the dock remains beached at its high water landing. The owner of the dock has not been determined.

3. Ice Plant

Since the last report we have:

- Almost completed our weather stripping project. As a result, many cold spots in the building have been eliminated.

- Finished routine maintenance on outdoor augers.
- Assisted ATS with the annual card reader PM program.
- Serviced our rolling stock and mounted the snow plow.
- Finished the season with the best ice sales since 2013.
- Emptied the ice bin of left over ice.
- Raised and blocked rakes.
- Pumped all recoverable ammonia into the High Pressure Receiver.
- Drained used oil from all compressors.
- Drained oil from the Low Pressure Receiver, Intercooler, and Ice Machines.
- Cleaned Bait Room and Ice Bin.

4. Port Maintenance

Port Maintenance said goodbye to our seasonal hire Nick Johnson. In addition to routine maintenance activities we've been busy with winter preparations including:

- Winterizing the restrooms
- Outfitting the new Sander
- Putting Plows on the trucks
- Fall/Winter maintenance on the patrol skiff including having All Seasons Honda address and fix a problem with the outboard motor.

And, with these recent days of winter snow we've been putting those newly outfitted plow trucks and sander to good use with snow removal through-out the harbor.



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Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION
THRU: BRYAN HAWKINS, HARBORMASTER
FROM: MATT CLARK, DEPUTY HARBORMASTER
DATE: NOVEMBER 25, 2019
SUBJECT: 2019 PACIFIC MARINE EXPO

Thank you for providing me the opportunity to represent the Port of Homer in partnership with the Homer Marine Trades Association at the 2019 Pacific Marine Expo, located at the Century Link Field event center in Seattle. The Pacific Marine Expo is a three day comprehensive trade show featuring all sectors of the commercial fishing industry, represented by 400 business-exhibitors and attended by 20,000 visitors. Seattle serves as the corporate, financial, and logistical headquarters for many of the participating exhibitors.

While partnering with the Homer Marine Trades Association, my primary goal as exhibitor was to promote Homer as a strategic and beneficial location to conduct maritime related business. Our exhibit featured 20 foot back drop display banner containing an overhead photo and conceptual overlay of Homer's port & harbor and proposed port expansion project, Norther Enterprise's Travel Lift capacity project, and the business logos of the HMTA members. A 50 inch flat screen TV displayed the "Homer is in the Business of Boats" video featuring eye catching overhead drone photography of the port & harbor along with short advertisements, testimonials, and interviews specific to Homer's marine trades industry.

Ultimately, as an exhibitor, I found myself constantly engaged in meaningful, in-depth conversations focused on port & harbor operations. The following are examples of some of those conversations:

- Representative Vance and port commissioner Zimmerman, regarding state assistance in funding the port & harbor's three year general investigation of our port expansion project with the USACOE.
- Bruce Lambert, director of inland waterways gateway MARAD, regarding federal funding sources for port related infrastructure.
- Isaak Hurst, a maritime law attorney, International Maritime Group, PLLC, process and preparation of the US Marshal in the seizure of a commercial fishing vessel located in Homer.
- Councilmember Rachel Lord and Doug Bowen, owner of Alaska Boats & Permits, regarding the Alaska SB-92, vessel registration requirements, and derelict & abandoned vessels.
- Done Lane, Homer resident, commercial fishing vessel owner, F/V Predator, and former lessee of a 75' stall in the port & harbor of 30 years. Closure and reasons for relocating his operation to Peteresburg, Alaska.
- McKibben Jackinsky, Homer News journalist, regarding the value of the port & harbor and HMTA exhibiting at the Pacific Marine Expo and promoting Homer.



City of Homer

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Planning

491 East Pioneer Avenue
Homer, Alaska 99603

Planning@ci.homer.ak.us

(p) 907-235-3106

(f) 907-235-3118

TO: Port and Harbor Commission
FROM: Julie Engebretsen, Deputy City Planner
DATE: December 2, 2019
SUBJECT: 2020 Draft Land Allocation Plan

Requested Action:

1. Review lands currently available for long term lease. Are there any recommended changes?
2. Have a brief discussion on title 18.28, Tidelands. Code is from 1967 and could use an update. A copy is provided in this packet for your review. Staff is looking for a recommendation to update this section of code with guidance from the City Attorney.

Background

Homer City Code Title 18.08 regulates city property leases. Each year, the City Council reviews and passes a resolution on which lands should be available for lease. Council will have a work session with the Port and Harbor and Economic Development Advisory Commissions, tentatively scheduled for January 13, 2020, to discuss any changes.

Most City leasing occurs on the Spit and at the airport terminal. The Port and Harbor Commission usually provides the most detailed comments about the Spit, as they typically are most familiar with area operations and long-term leases. The Port and Harbor and Economic Development Commissions provide comments by memorandum to the Council. The kinds of comments that code solicits include: which parcels should be available for lease, the lease rate, preferred length of the lease term, and any requirements, preferences or restrictions regarding use and or development.

Requested Actions:

1. Recommend any changes to lands available for long term lease.
2. Make a recommendation on if the City should work on updating the Tidelands section of City Code.

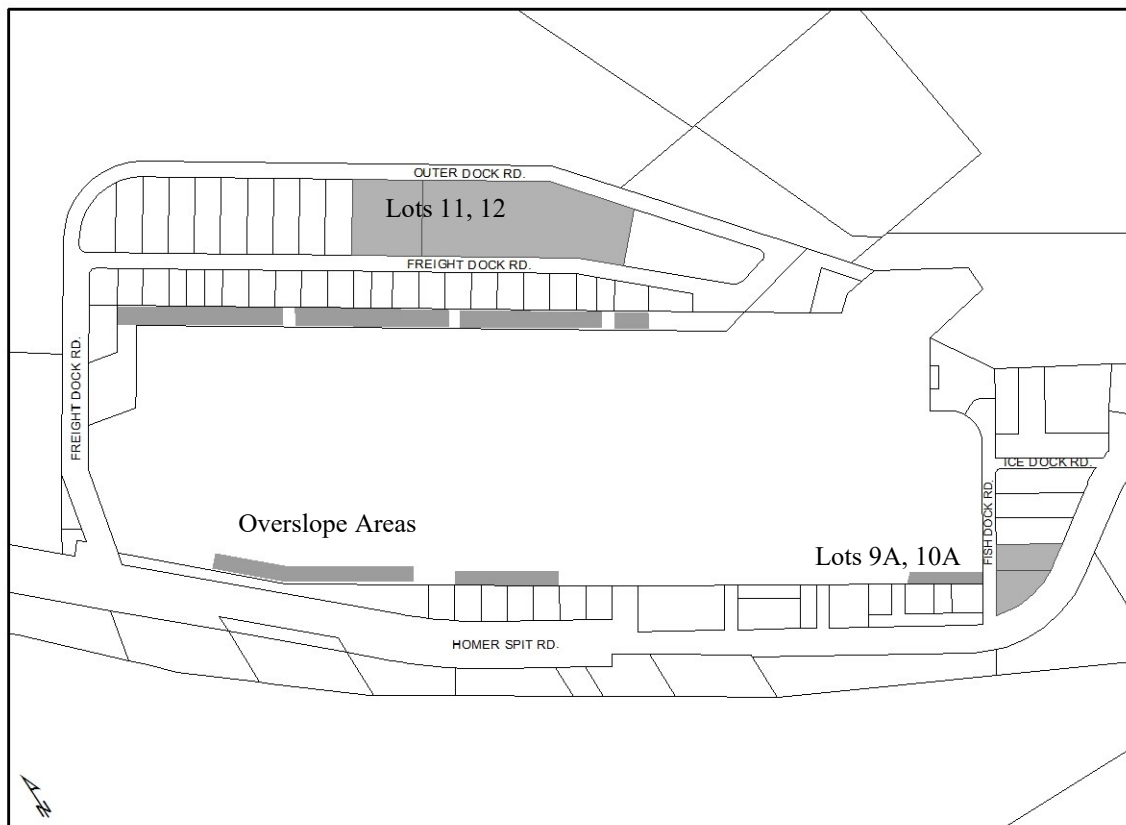
Attachments:

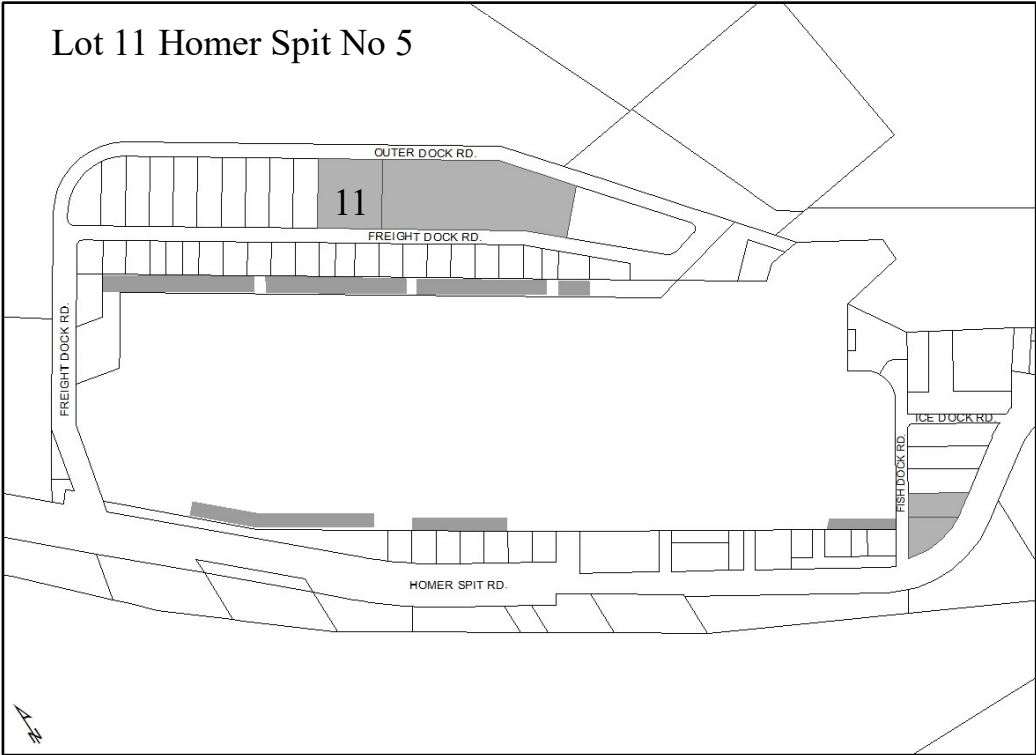
1. HCC 21.08.020
2. 2020 Draft Land Allocation Plan Section A: Lands available for long term lease
3. Map, City lands on the Homer Spit
4. Title 18.28

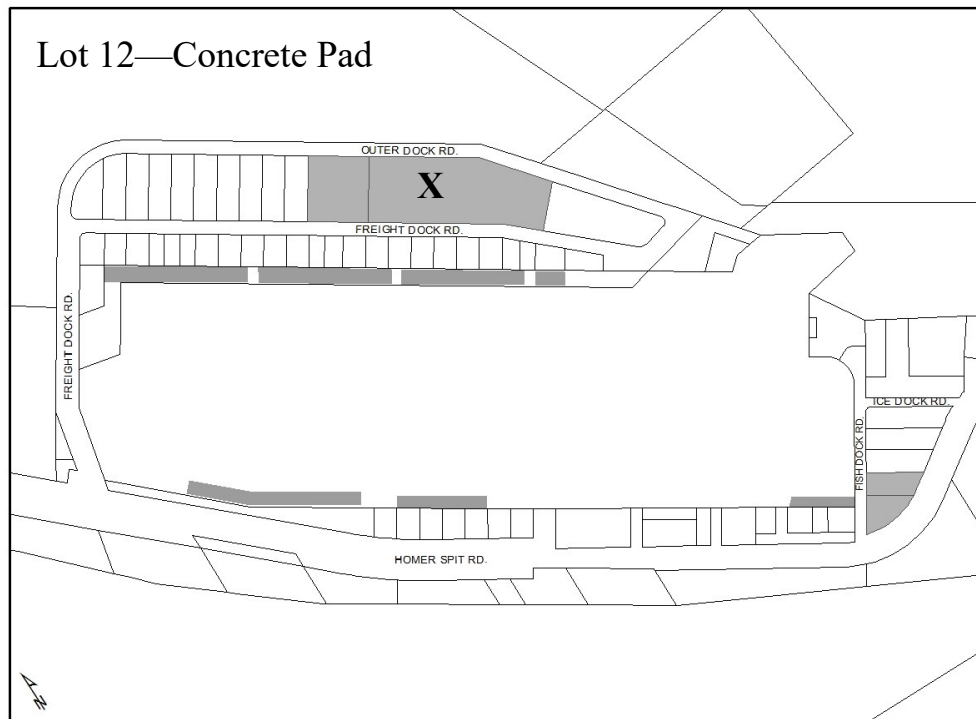
18.08.020 Land allocation plan – Property available for lease.

- a. Unless dedicated or reserved to another purpose, all real property including tide, submerged or shore lands to which the City has a right, title and interest as owner or lessee, or to which the City may become entitled, may be leased as provided in this chapter. In the case of any conflict between this chapter and any local, State or Federal law governing the leasing of City tide and submerged lands, the law governing the leasing of City tide and submerged lands shall prevail.
- b. The City administration shall maintain a list of all City-owned properties authorized for lease by Council. This list shall be adopted annually and contain the information required under this chapter. The list may be called the land allocation plan and will be made available to the public at the City Clerk's office.
- c. Council shall adopt a land allocation plan that identifies:
 - 1. City-owned property available for lease;
 - 2. The property description, lease rate, preferred length of the lease term for each available parcel; and
 - 3. Any requirements, preferences or restrictions regarding use and/or development.
- d. Council may identify property in the land allocation plan that is subject to competitive bidding. Property subject to competitive bidding in the land allocation plan need only identify the property description in the land allocation plan but all other terms required in subsection (c) of this section shall be identified in the request for proposal for such properties.
- e. Prior to the adoption of the land allocation plan, Council shall hold a work session. Commission members and City staff may provide recommendations to Council during the work session regarding City-owned property available for lease and the terms of such leases.
- f. The City shall provide public notice of the adoption of the land allocation plan and the City-owned real property available for lease no more than 60 days after its adoption.
- g. All uses and activities on City-owned real property available for lease are subject to all applicable local, State, and Federal laws and regulations.
- h. The Council may restrict specific City-owned properties to certain uses or classes of use that serve the City's best interest. [Ord. [18-16\(S\)\(A\)](#) § 1, 2018].

The City Manager's Office manages the HERC building and on-airport leasing. For more information, contact 907-235-8121 ext 2222.



<p>Lot 11 Homer Spit No 5</p> 	
<p>Designated Use: Available For Lease Acquisition History:</p>	
<p>Area: 1.78 acres. A small portion is already leased for a telecommunications tower</p>	<p>Parcel Number: 18103230</p>
<p>2019 Assessed Value: \$194,900</p>	
<p>Legal Description: Homer Spit Subdivision No. 5 Lot 11</p>	
<p>Zoning: Marine Industrial</p>	
<p>Infrastructure: Water, sewer, paved road access</p>	<p>Address: 4300 Freight Dock Road</p>
<p>A portion of Lot 11 is under lease for a telecommunications tower. (18103230LH01)</p> <p>Prior to a long-term lease the site is appraised. The appraised lease rates for uplands is approximately \$0.90 per square, per annum. Lease rates vary; contact the Harbor Office at 907-235-3160.</p>	
<p>Finance Dept. Code:</p>	



Designated Use: Lease
Acquisition History:

Area: 5 acres

Parcel Number: 18103220

2019 Assessed Value: \$841,600 (Land: \$495,600, Structure/Improvements: \$346,000)

Legal Description: Homer Spit Subdivision no 5 Lot 12

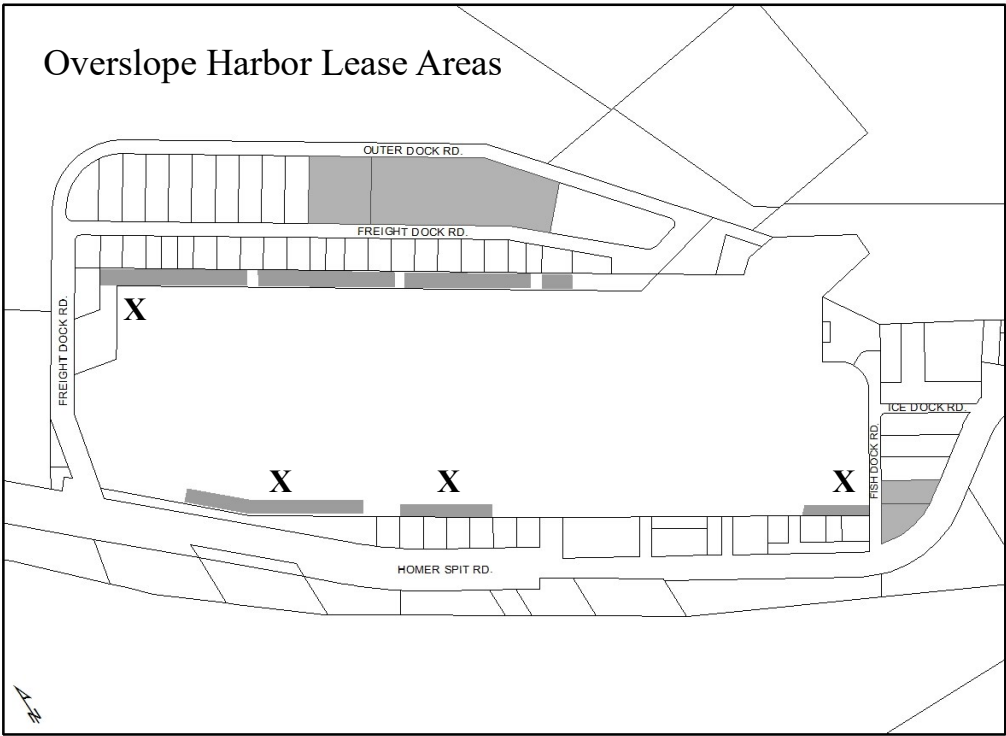
Zoning: Marine Industrial

Infrastructure: Water, sewer, paved road access, fenced, security lighting

Address: 4380 Homer Spit Road

Notes: 1 acre portion under lease per Resolution 18-084 to Alaska Scrap and Recycling, 5 year lease

Prior to a long-term lease the site is appraised. The appraised lease rates for up-lands is approximately \$0.90 per square, per annum. Lease rates vary; contact the Harbor Office at 907-235-3160.



Designated Use: Lease
Resolution 17-33

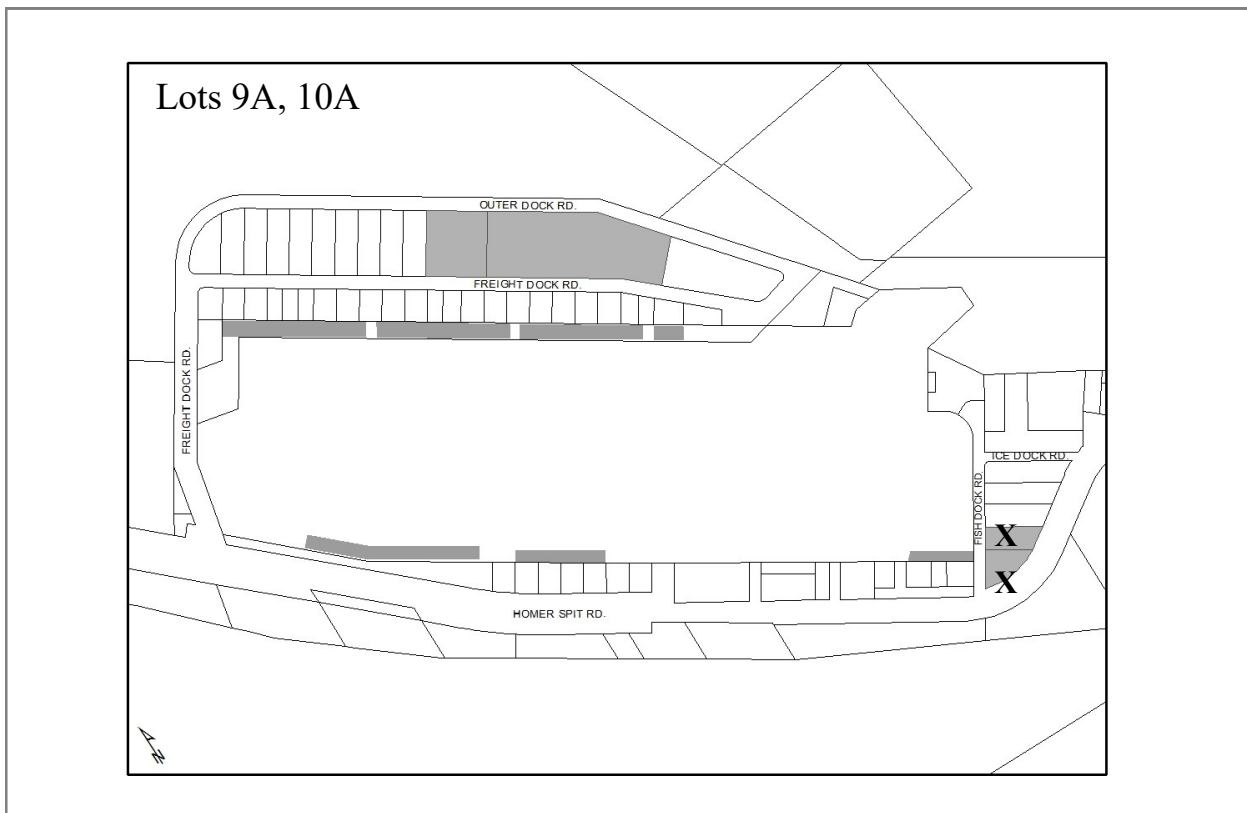
Area:	Parcel Number:
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Legal Description:

Zoning: Marine Commercial and Small Boat Harbor Overlay	
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Infrastructure:	Address:
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Prior to a long-term lease the site is appraised. The appraised lease rates for uplands is approximately \$0.90 per square foot, per annum. Lease rates vary; contact the Harbor Office at 907-235-3160.



Designated Use: Lease Lands
Acquisition History:

Area: 1.05 acres (0.52 and 0.53 acres)

Parcel Number: 18103477, 78

2019 Assessed Value: Land value \$325,700

Legal Description: T 7S R 13W SEC 1 SEWARD MERIDIAN HM 2007136 HOMER SPIT REPLAT 2006 LOT 9-A and 10A

Zoning: Marine Industrial

Infrastructure: Water, sewer, gas, Spit Trail, paved road access

Address:

Former Manley building lots.

Prior to a long-term lease the site is appraised. The appraised lease rates for uplands is approximately \$0.90 per square foot, per annum. Lease rates vary; contact the Harbor Office at 907-235-3160.

Finance Dept. Code:

Homer Airport Terminal



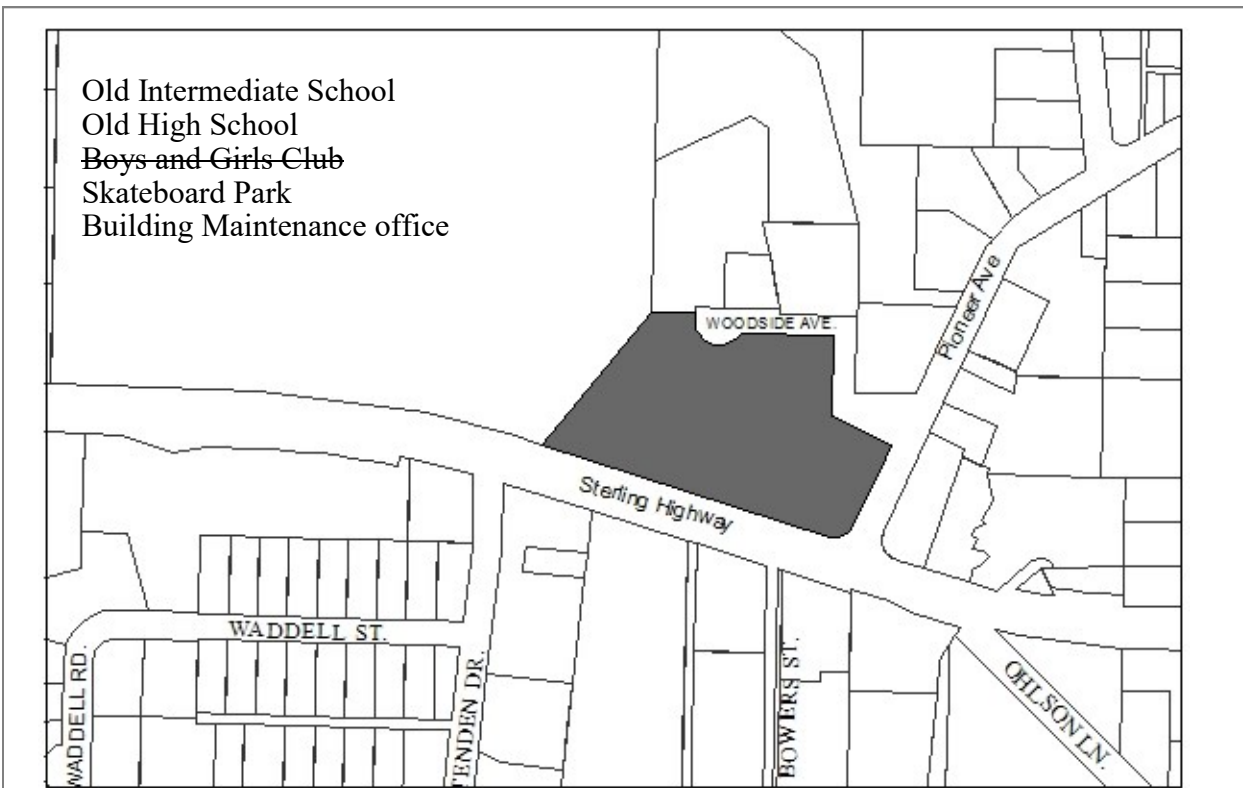
Designated Use: Airport
Acquisition History:

Available for lease

- Concession area across from baggage claim, 110 square feet, \$2/psf plus concession fees plus taxes.
- Ticket Counter, office and baggage enplanement area, 700 sq ft for \$2,600 per month plus taxes.
- One cargo area at the west end of the airport, 768 sq ft \$2,850 per month plus taxes.

Contact the City Manager's office at 907-235-8121 ext. 2222 for more information

Finance Dept. Code:



Designated Use: Lease information: See Resolution 19-014

Acquisition History: Given to the City by KPB. Old Middle School and HS. Reso 98-63

Area: 4.3 acres

Parcel Number: 17510070

2019 Assessed Value: \$4,724,700 (Land \$724,700 Structure, built in 1956 25,000 sq ft \$4,000,000)

Legal Description: HM2000022 T06S R13W S19 TRACT 2 HOMER SCHOOL SURVEY 1999 CITY ADDN

Zoning: Central Business District

Wetlands: Creek on western edge

Infrastructure: Paved access and parking. Water and Sewer.

Notes:

- Skateboard Park on premises.
- Deed restrictions removed by Kenai Peninsula Borough, fall 2014
- HERC 1 is the larger building
- HERC 2 is the smaller building that contains PW Maintenance

Contact the City Manager's office at 907-235-8121 ext 2222 for more information.

Finance Dept. Code: 170.0032 175.100.05

City property outlined in red.
Photo taken in 2013.
Property lines are not exact - use with care
P & Z 4/3/19 JE

Chapter 18.28 TIDELANDS

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18.28.010 Regulations adopted.

The City, pursuant to AS [38.05.820](#)(b), as amended, adopts the following regulations governing the filing and processing of applications, publication of notices, determination of preference rights and the adjudication of disputes between claimants concerning tidelands, the title to which has been conveyed or hereafter may be conveyed to the City by the State. [Code 1967 § 21-100.1].

18.28.020 Adopting authority.

These regulations are adopted by the City Council, pursuant to authority vested in that body by AS [29.10.010](#) et seq. and by AS [38.05.820](#)(b), as amended. [Code 1967 § 21-100.3].

18.28.030 Scope.

All tide and contiguous submerged lands within or seaward of the boundaries of the City (except those provided for hereafter) from the meander line as established on ATS 612 and seaward to a line agreed upon by the City and the State and shown on ATS 612. These regulations pertain to the use and disposal of City-owned tide and contiguous submerged land. The regulations may be referred to as the City of Homer tideland regulations. [Code 1967 § 21-100.2].

18.28.040 Application of State law.

These regulations implement, interpret and apply the provision of the Alaska Land Act concerning use and disposal of tidelands and related matters and extend to and include the applicable provision of Section 6 of Public Law 85-508 (71 Stat. 330), admitting the State of Alaska to statehood in the United States of America and applicable provisions of the Act of March 3, 1899, pertaining especially to establishment of harbor lines, as well as applicable provisions of Public Law 85-303 (31 Stat. 623). [Code 1967 § 21-100.4].

18.28.050 Definitions.

For the purposes of this chapter, the following words and phrases shall have the meanings set forth below:

Generally. The following are rules of grammar and construction:

1. Headings of parts and sections of these regulations are not a part of the regulations and are inserted for convenience only.
2. The singular number includes the plural.
3. The masculine gender includes the feminine and the neuter.

“Accretion” means the gradual and imperceptible addition of new land to old by the natural deposition of sediments, i.e., sedimentation.

“Act” means the Alaska Land Act as now constituted or as hereafter amended.

“Apportionment survey cost” means that cost prorated to each subdivided tide and submerged land tract.

“City” means the City of Homer.

“Class I preference right” shall be extended to persons who occupied and developed tide and contiguous submerged lands seaward of the City of Homer on and prior to September 7, 1957, after executing a waiver to the State and the City of all rights such occupancy may have pursuant to Public Law 85-303. Upon execution of the waivers, such persons, or their successors in 28 it, have the right to acquire such occupied and

developed tide and contiguous submerged land from the City for a consideration not in excess of the cost of survey, transferring and conveying title.

“Class II preference right” shall be accorded to Class I preference right claimants who refuse to execute a waiver to the State and City of any rights such occupants may have acquired pursuant to Public Law 85-303. It shall be mandatory for the City to honor the application from the occupant after the Secretary of the Army has submitted to the Secretary of the Interior, the Governor of the State and the City Manager maps showing the pierhead line established by the Corps of Engineers with respect to the tract granted.

“Class III preference right” means the preference right extended to persons who occupied and developed tidelands after September 7, 1957, and who continued to occupy the same on January 3, 1959. Such persons, or their successors in interest, have the right to acquire such occupied and developed tidelands for a consideration not in excess of the cost of appraisal, administering and transferring, plus the appraised fair market value thereof, exclusive of any value occurring from improvements or development, such as fill material, building, or structures thereon.

“Coast line” means the line of ordinary low water along any portion of City tidelands and is the line marking the seaward limit of inland waters.

“Commissioner” means the Commissioner of the Department of Natural Resources of Alaska.

“Director” means the Director of the Division of Lands of the Department of Natural Resources.

“Division” means the Division of Lands within the Department of Natural Resources.

“Fair market value” is defined as the highest price, described in terms of money, which the property would bring, if exposed for sale for a reasonable time in the open market, with a seller, willing but not forced to sell, and a buyer, willing but not forced to buy, both being fully informed of all the purposes for which the property is best adapted or could be used.

“Fill” means earth, gravel, rock, sand, or other similar materials placed upon tide or contiguous submerged lands for the purpose of elevating the lands above the high water line for a specific useful purpose. The placement of earth, gravel, rock, sand, or other similar materials on tide or contiguous submerged land solely for the purpose of spoils disposal and thereafter abandoned and not used for any beneficial purpose shall not be considered fill.

“Final tideland plat” means that survey plat compiled of the tide and submerged lands under the direction and authority of the Division of Lands and the City that shows the subdivision of the tide and submerged lands and upon which each subdivided tract is identified by a letter and a number.

“Harbor line” is defined as that line fixed by the Secretary of the Army which is the limit to which piers, wharves, bulkheads, or other work may be extended in navigable waters without further authorization.

“Improvements” means buildings, wharfs, piers, dry docks, and other similar types of structures permanently fixed to the tide or contiguous submerged lands that were constructed and/or maintained by the applicant for business, commercial, recreation, residential, or other beneficial uses or purposes. In no event shall fill be considered a permanent improvement when placed on the tidelands solely for the purposes of disposing of water or spoils. However, fill material actually utilized for beneficial purposes by the applicant shall be considered a permanent improvement.

“Land” means all tide and submerged lands under the jurisdiction of the City.

“Mean high tide” means the tidal datum plane of the average of all the high tides as may be or has been established by the United States Coast and Geodetic Survey.

“Mean high water line” shall be interpreted as the intersection of the datum plane of mean high water with the shore.

“Mean low water” means the tide datum plane of the average of the low tides as has or may be established by the United States Coast and Geodetic Survey.

“Mean lower low water” means the tidal datum plane of the average of the lower of the two low waters of each day as has or may be established by the United States Coast and Geodetic Survey.

“Natural resources” includes, without limiting the generality thereof, oil, gas and all other minerals, but does not include fish, shrimp, oysters, clams, crabs, lobsters, sponges, kelp, and other marine, animal and plant life, or water power, or the use of water for the production of power.

“Occupant” means any person as defined herein, or his successor in interest, who actually occupied for any business, residential, or other beneficial purpose tidelands or tidelands and submerged lands contiguous thereto, within the corporate boundaries of the City on or prior to January 3, 1959, with substantial, permanent improvements. The holder of a permit of clearance in respect to interference with navigation, or of a special use permit from a government agency, will not qualify as an occupant unless such entry on the land had, through exercise of reasonable diligence, resulted in actual occupancy and substantial permanent improvements, as hereinafter mentioned. No person shall be considered an occupant by reason of having:

1. Placed a fish trap in position for operation or storage upon the tide, shore, or submerged land;
2. Placed a setnet or piling therefor, or any other device or facility for the taking of fish;
3. Placed piling or dolphins for log storage or other moorage;
4. Placed floats or vessels upon the tide, shore or submerged land;
5. Placed telephone, power, or other transmission facilities, roads, trails, or other improvements not requiring exclusive use or possession of tide or contiguous or submerged land; or
6. Claimed the land by virtue of some form of constructive occupancy. Where land is occupied by a person other than the owner of the improvements thereon, the owner of the improvements shall, for the purposes of these regulations, be considered the occupant of such lands.

“Occupied” or “developed” means the actual use, control, and occupancy, but not necessarily residence, of the tide and contiguous submerged land by the establishment thereon of substantial permanent improvements.

“Permit preference” means that privilege of the upland owner to acquire first choice over other nonpreference right claimants to a permit for like use and enjoyment of the City-owned tide or contiguous submerged lands abutting his property.

“Person” means any person, firm, corporation, cooperative association, partnership, or other entity, legally capable of owning land or an interest therein.

“Pierhead line” means a line fixed by the Corps of Engineers of the Department of the Army that is parallel to existing line of mean low tide at such distance offshore from the line of mean low tide that the pierhead line shall encompass, to the landward, all stationary, ma

breakwaters, bridges, or piers used for vessel dockage which part extends beyond such a parallel line marking the seaward extremity of other manmade structures) which were in existence as of February 1, 1957, to seaward of the City.

“Preference right” subject to the classification thereof established hereafter means and includes the right of an occupant to acquire by grant, purchase, or otherwise, at the election of the occupant, except as otherwise limited or prescribed in these regulations, any tract or tracts of tideland, or tideland and submerged land contiguous thereto, occupied or developed by such occupancy on and prior to January 3, 1959.

“Reclaimed or constructed tided or contiguous submerged lands” means those lands resulting by purposeful filling of tide or contiguous submerged lands.

“Shore lands” means all lands which are covered by nontidal waters that are navigable under the laws of the United States up to ordinary high water mark as heretofore or hereafter modified by natural accretion, erosion or reliction.

“Submerged lands” means those lands covered by tidal waters between the line of mean low water and seaward to a distance of three geographical miles, or as may hereafter be properly claimed by the City.

“Substantial permanent improvement” shall for these regulations have the same meaning as “improvements” as defined in this section.

“Tideland Review Committee” means that committee appointed by the City Council to decide on matters pertaining to the administration, adjudication and disposal of tideland preference right applications.

“Tidelands” means those lands which are periodically covered by tidal waters between the elevation of mean high and mean low tides.

“Upland owner” means that owner whose upland property abuts the line of mean high tide.

“Waste or injury to land” means the disturbance of ground cover, damage to vegetation, littering or dumping of waste, removal of or damage to any material from a berm, or use of a vehicle in areas designated as prohibited to vehicles. [Ord. [01-38](#), 2001. Code 1967 § 21-100.4].

18.28.060 Ownership.

Except as otherwise provided herein, the City, by virtue of Section 47-2B-35 (3) ACLA, 1959 Supp. and Tideland Patent No. 271 issued 12/09/74, recorded in Vol. IV and any other patents hereafter issued to it, reserves and has succeeded to all right, title and interest of the State of Alaska in tide and submerged lands lying seaward of the City, including lands, improvements, reclaimed lands, or natural resources in all lands up to the original GLO meander line and seaward of the corporate City limits of Homer, Alaska, to the Director’s line as defined in said Tideland Patent No. 271, or on any succeeding patents; provided, however, that those lands and rights therein lawfully vested in others by Acts of Congress prior to January 3, 1959, shall not be infringed upon; and provided further, that title to natural resources therein shall be reserved to the State of Alaska until such time as the State may convey such title to the City. [Ord. [01-55](#), 2001. Code 1967 § 21-100.5].

18.28.070 Protection of fish and game.

Prior to any construction or development by any persons or governmental agency that will use, divert, obstruct, pollute or utilize any of the waters of the State of materials from such water areas, the Commissioner of the Alaska Department of Fish and Game shall be 31 ed and a letter of approval obtained by the applicant

pursuant to Chapter 94, Article 1, Section 31, SLA 1959, as amended. [Code 1967 § 21-100.6].

18.28.080 Herring spawn covenant.

Repealed by Ord. [13-17\(S\)](#). [Code 1967 § 21-100.7].

18.28.090 Reservations.

Each and every contract for the sale, lease or grant of, and each deed to, City tide and contiguous submerged land, properties or interest therein, made under the provisions of this chapter, shall be subject to a reservation to the City or to the State, whichever shall be entitled thereto, which shall be substantially in the following form:

The party of the first part, City, hereby expressly saves, excepts and reserves out of the grant hereby made unto itself (or to the State of Alaska) its lessees, successors, and assigns forever, all oils, gases, coal, ores, minerals, fissionable materials, and fossils of every name, kind or description, and which may be in or upon said lands above described, or any part thereof, and the right to explore the same for such oils, gases, coal, ores, minerals, fissionable materials, and fossils, and it also hereby expressly saves and reserves out of the grant hereby made, unto itself, (or to the State of Alaska), its lessees, successors, and assigns forever the right to enter by itself, its or their agents, attorneys and servants upon said lands, or any part or parts thereof, at any and all times, for the purpose of opening, developing, drilling and working mines or wells on these or other lands and taking out and removing therefrom all such oils, gases, coal, ores, minerals, fissionable materials and fossils, and to that end it further expressly reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, the right by its or their agents, servants, and attorneys at any and all times to erect, construct, maintain, and use all such buildings, machinery, roads, pipelines, powerlines, and railroads, sink such shafts, drill such wells, remove such soil, and to remain on said lands or any part thereof for the foregoing purposes and to occupy as much of said lands as may be necessary or convenient for such purposes hereby expressly reserving to itself, its lessees, successors, and assigns, as foresaid, generally all rights and power in, to and over said land, whether herein expressed or not, reasonably necessary or convenient to render beneficial and efficient the complete enjoyment of the property and rights hereby expressly reserved.

[Code 1967 § 21-100.8].

18.28.100 Damages.

No rights shall be exercised under the foregoing reservation, by the City or the State or their lessees, successors or assigns, until provision has been made by the City or the State or their lessees, successors, or assigns to pay to the owner of the land, upon which the rights, reserved in this chapter to the City or the State or their lessees, successors, or assigns, are sought to be exercised, full payment for all damages sustained by the owner by reason of entering upon the land; provided, that if the owner for any cause whatsoever refuses or neglects to settle the damages, the City or the State or their lessees, successors, assigns, or any applicant for a lease or contract from the City or the State for the purpose of prospecting for valuable minerals or option contract or lease for mining coal, or lease for extracting petroleum or natural gas, shall have the right, after posting a surety bond with the City Council or the Director, as the case may be, in a company qualified to do business in Alaska and in a form as determined by the City Council, or the Director, as the case may be, after due notice and opportunity to be heard, to be sufficient in amount and security to secure the owner full payment for all such damages, to enter upon the land in the exercise of the reserved rights, and shall have the right to institute such legal proceedings in a court of competent jurisdiction wherein the land is situated, as may be necessary to determine the damages which the surface lessee of such lands may suffer. [Code 1967 § 21-100.9].

18.28.110 Federal priority.

The following tidelands and tide and contiguous submerged lands are reserved pursuant to Section 3, Public Law 85-303, (71 Stat. 623) 1957:

All tracts or parcels of land, together with all accretions thereto, resources therein, or improvements thereon, title to which has been lawfully and expressly acquired by the United States from the Territory or State of Alaska or from any party in whom title has vested under the laws applicable to the Territory or State, or the law of the United States, all lands expressly retained by or ceded to the United States, all land acquired by the United States by gift or by proceedings under eminent domain, all lands filled in, built up, or otherwise reclaimed by the United States for its own use as long as so used, and any rights that the United States has in lands presently and actually occupied by the United States under claim or rights.

[Code 1967 § 21-100.10].

18.28.120 Navigational authority.

The City shall have authority pertaining to the construction and placement by itself or by others of solid fill and/or open pile structures that will extend to the harbor line as established by the U.S. Army, Corps of Engineers, except as provided in Sections 10 and 11 of the River and Harbor Act of 1899 (30 Stat. 1151; [33 U.S.C. 403](#) and [404](#)). [Code 1967 § 21-100.11].

18.28.130 Final tideland plat – Survey proportionment cost.

- a. The final tideland survey plat showing completed subdivision and monumentation and signed by the City Manager and the Director shall be known as final tideland plat ATS 612. The final plat shall serve as the basis upon which all tideland preference right disposals shall be made.
- b. The survey cost of each preference right tract shall be computed by multiplying the total square feet of the preference right tract by a square foot cost factor to be established by the City Council with concurrence of the Director of the Division of Lands. [Code 1967 § 21-100.12].

18.28.140 Notice and posting.

Tideland and contiguous submerged lands as well as any material therefrom owned by the City shall be sold, granted, leased or otherwise disposed of only through action of the City Council. No land or material in the tidelands shall be sold, granted, leased or otherwise disposed of until Council has received a recommendation thereon from the City Manager. Before such lands or any interest therein is disposed of the City Clerk shall post a notice for three consecutive weeks preceding the time of disposal as stated in the notice, in at least two common posting places; provided the sale, lease, or disposal of lands shall be held not less than one week nor more than three weeks following the last date of the posted notice. The notice shall set forth the following:

- a. The name and address of person, persons, corporation or agencies requesting the sale, grant, lease or interest therein;
- b. The location and description of the lands or interest therein and the improvements thereon;
- c. The preference or preference right claimed, if any, and the length of time including dates the claimant occupied the land;
- d. The date, time and place, and the general terms, including the minimum bid, if any, of the sale, lease, or other disposal;

e. The dates of the advertisement or posting. [Code 1967 § 21-100.13].

18.28.150 Protest.

Anyone may file a protest with respect to the grant, sale, lease, or other disposal of tidelands or materials thereon or therein. Such protest shall be in writing and contain a statement as to the nature and reason for the protest. Each protest so made shall be filed with the City Clerk during but not later than the last date provided in the disposal notice. The party protesting shall be required to notify by registered or certified mail the party whose action he is protesting. The postmark date of the addressee's post office will govern. Failure to protest shall constitute a waiver. [Code 1967 § 21-100.14].

18.28.160 Review of protest.

The City Clerk shall, upon receiving a protest, indicate upon it the time and date received, then submit it to the City Manager, who shall review the protest. The City Manager shall, upon review, submit his findings to the City Council. The City Council shall notify the protestant of their findings within 30 days of the date the protest was received by the City Clerk. [Code 1967 § 21-100.15].

18.28.170 Deposit.

The City Manager may require applicants to deposit with the City Clerk a sum sufficient to cover all, or any portion of, anticipated costs of appraisal and/or advertisement. The deposit shall be made within 30 calendar days after request for deposit. Failure to comply shall result in cancellation of the application. Any sum above the actual cost shall be returned to the applicant. In the event the land applied for is disposed of to other than the applicant within 30 days after offering, the successful applicant shall be required to pay any survey, appraisal or advertising cost and the original deposit will be returned to the depositor. If the depositor cancels his application, or fails to accept the contract or title when offered by the City, the deposited money shall be forfeited but if the City does not grant the application, all sums in excess of costs incurred shall be refunded. It shall be the responsibility of the City following the receipt of any deposit required to perform or have performed any appraisal and/or advertisement required or deemed necessary. [Code 1967 § 21-100.16].

18.28.180 Site examination.

The City, through its authorized representative, shall have the right to enter upon any City held tidelands that are leased, or upon which a permit was granted, to make any and all examinations or investigations that are deemed necessary. [Code 1967 § 21-100.17].

18.28.190 Time for filing applications – Loss of preference rights.

An occupant claiming a Class I, Class II, or Class III preference right may make, and the City will accept, applications for preference rights at any time during normal working hours within two years from the effective date of the ordinance adopting these regulations. Any preference right for which an application is not filed within this period shall be lost. [Code 1967 § 21-100.18].

18.28.200 Waste or injury to land.

It is unlawful for any person to commit waste or other injury upon City-owned tideland and contiguous submerged land and the person so offending shall, in addition to being civilly liable for any damages caused, upon conviction be punished in accordance with HCC [1.16.010](#). [Code 1967 § 21-100.19].

18.28.210 Additional tide and submerged land.

In approving any application for a preference right, t

shall include as part of the tract conveyed, and in

addition to the occupied or developed lands, such additional tide and contiguous submerged lands as shall be reasonably necessary in the opinion of the Tideland Review Committee for the occupant's use and enjoyment of the occupied or developed land; provided, however, that any such conveyance shall not include an area which would unjustly deprive any other applicant from reasonable use and enjoyment of the lands for which he applies or any area which would interfere with navigation. [Code 1967 § 21-100.20].

18.28.220 Preference right application.

All persons claiming a preference right to any tideland tract shown on the final tideland plat ATS 612 shall submit an application to the City Clerk on a form approved by the Tideland Review Committee. [Code 1967 § 21-100.21].

18.28.230 Preference right application – Approval or disapproval.

a. Each complete preference right application submitted to the City Clerk shall be forwarded to the Tideland Review Committee. The Tideland Review Committee through its Chairman may request the applicant to submit additional information or proof of ownership as deemed necessary.

b. The Tideland Review Committee shall within 60 days from the date the application is received by the City Clerk notify the City Manager of their approval or disapproval of the application.

c. If the application is approved, the Tideland Review Committee shall notify the City Manager of all monies owed the City by the applicant which pertain to the tideland application and he shall then recommend that a resolution be passed conveying said tract to the applicant.

d. If the application is not approved, or if it is determined that the applicant possesses a different preference right than that claimed, the Tideland Review Committee shall so notify the applicant by registered mail and state their reasons for disapproval. The Tideland Review Committee shall then advise the City Manager. [Code 1967 § 21-100.22].

18.28.240 Payment – Class I preference right.

Upon approval of each Class I preference right application, the Tideland Review Committee shall notify the applicant of all monies owed the City pertaining to the tideland application, including, but not limited to, the applicant's proportionate share of the survey cost. The proportionment of the survey cost shall be computed as stipulated in HCC [18.28.130](#). Upon receipt of notice from the Tideland Review Committee, the applicant shall have 30 days to make payment or enter into a purchase agreement as set forth in HCC [18.28.320](#). If payment is not made, or a purchase agreement is not entered into within the 30-day period, the application shall be voidable at the City's option. [Code 1967 § 21-100.23].

18.28.250 Payment – Class III preference right.

Upon approval of each Class III preference right application, the Tideland Review Committee shall notify the applicant of all monies owed the City pertaining to the tideland application including, but not limited to, the fair market value of the tideland tract and the applicant's proportionate share of the survey cost. The proportionment of the survey cost shall be computed as stipulated in HCC [18.28.130\(b\)](#). If payment is not made, or a purchase agreement is not entered into within the 30-day period, the application shall be voidable at the City's option. [Code 1967 § 21-100.24].

18.28.260 Appeal.

Any action taken by the Tideland Review Committee shall be appealed to the City Council. The City Council

shall render their decision within 60 days from the date the appeal is submitted. Any person shall have the right to appeal in person before the City Council or present his views in writing or be represented. [Code 1967 § 21-100.25].

18.28.270 Appeal form.

Any appeal submitted to the City Council must:

- a. Be filed within 30 days after receipt of notice of the action by the Tideland Review Committee;
- b. Be filed at the office of the City Clerk;
- c. Specify the action or actions to be reviewed by the City Council;
- d. Specify the grounds urged for the reversal or modification of the action. [Code 1967 § 21-100.26].

18.28.280 Finality of decision.

The City Council shall within 60 calendar days after receipt of the notice of appeal render their decision which shall be final so far as the City of Homer is concerned, but without prejudice to any other remedy or remedies the applicant may have. [Code 1967 § 21-100.27].

18.28.290 Appraisal.

Appraisal of the tract shall be made by a qualified appraiser to be appointed by the Tideland Review Committee. Such appraisal to be made on the basis of fair market value of the tidelands exclusive of any value resulting from improvements or developments, such as fill material, buildings, or structures thereon. [Code 1967 § 21-100.28].

18.28.300 Cost of appraisal.

The cost of the appraisal shall be borne by the applicant with the fee to be determined by the Tideland Review Committee. [Code 1967 § 21-100.29].

18.28.310 Appraisal deposit.

Each Class III preference right claimant shall deposit with the City Clerk the sum of \$50.00 to cover the cost of appraisal. Any amount exceeding this shall be charged to the applicant and any surplus shall be returned to him. [Code 1967 § 21-100.30].

18.28.320 Purchase agreement – Terms.

Persons eligible to receive tideland conveyance from the City may enter into a purchase agreement.

Purchase agreements shall require the applicant to pay to the City according to a payment schedule that shall be agreed upon between the purchaser and the City. However, in no event shall the final payment under the agreement be made beyond March 31, 1974. [Code 1967 § 21-100.31].

18.28.330 Purchase agreement – Not applicable.

Purchase agreements shall be allowed for only the payment of the fair market value of the tideland tract and for the proportionment cost of survey. [Code 1967 § 21-100.32].

18.28.340 Independent survey.

If two or more qualified preference right claimants agree to a boundary relocation, approval of the Tideland

Review Committee and concurrence of the Director of the Division of Lands must be obtained by letter. All independent surveys shall be performed by a registered engineer or surveyor and the total cost shall be borne by the claimants. The final plat shall conform to the requirements of the State of Alaska tideland regulations and shall not be considered final until approved by the Tideland Review Committee and concurred in by the Director of the Division of Lands. [Code 1967 § 21-100.33].

18.28.350 Conveyance of title.

When all requirements have been satisfied by the applicant, the City Council shall direct the City Clerk to convey title. [Code 1967 § 21-100.34].

18.28.360 Nonpreference right tidelands.

When in the best interest of the City, the City Council may grant leases or permits for the use of City-owned tidelands. [Code 1967 § 21-100.35].

18.28.370 Tideland leases.

City-owned tide and submerged land shall be leased in accordance with the Charter of the City. In addition to any requirements there set forth, the applicant shall submit a development plan that shall state:

- a. The purpose of the proposed construction or improvement;
- b. The type of construction;
- c. The date construction will begin and the estimated date of completion; and
- d. Any other data, survey plats or information deemed necessary by the City Manager. [Code 1967 § 21-100.36].

18.28.380 Tideland permit.

The City Council may issue permits for the use and/or improvement of City-owned tidelands. Council shall give such preference to the use of the land as will be of greatest economic benefit to the City; provided, that first preference shall be granted to the upland owner over other nonpreference applicants for the use of tideland and contiguous submerged land seaward of the upland property and which is needed by such owner for the purpose or purposes for which it may be granted. [Code 1967 § 21-100.37].

18.28.390 Tideland permit – Application.

Application for a tideland permit shall be submitted to the City Manager. The City Manager shall submit the application to the City Council for their approval or disapproval. Whereupon, Council may, with or without a public hearing or posted notice, grant or reject the requested permit. [Code 1967 § 21-100.38].

18.28.400 Tideland permit – Duration of permit.

- a. Permits issued shall not exceed five years in duration, but are renewable at the option of the City Council. All permits shall be revocable when used contrary to the conditions under which they are granted, or when Council in its judgment determines that the best interest of the City would be served by revocation. If any permit expires or is revoked, all improvements placed on the tide or contiguous lands shall be removed by the permittee within 60 days; provided, however, that the City Manager may extend the time for removing such improvements in cases where hardship is shown. A permittee may, with the consent of the City Manager, sell his improvements to any succeeding permittee.

b. Any improvements or chattels having an appraised value in excess of \$10,000 which are not removed within the time allowed shall be sold at public sale and the net proceeds thereof, if any, paid to the permittee after paying all expenses of the sale and charges due to the City. If there be no other bidders, the City may bid on the property for the total amount of permittee's indebtedness to the City. Any improvements having a value of less than \$10,000 which are not removed within the time allowed shall revert to and become the absolute property of the City. [Code 1967 § 21-100.39].

18.28.410 Permits – Rights-of-way and easements.

Permits may be issued by the City Manager and after approval by City Council for utility lines and services of all types and for necessary rights-of-way. Such permits shall be revocable at the option of the City. [Code 1967 § 21-100.40].

18.28.420 Disposal of material.

Applications for the free use or the purchase of material on City-owned tidelands or contiguous submerged lands shall be submitted to the City Manager and he shall present his recommendations to the City Council and the City Council shall determine the conditions of disposal; provided, that when such disposals are deemed not in the best interest of the City, the City Council shall reject the application. [Code 1967 § 21-100.41].

**The Homer City Code is current through Ordinance 19-41,
passed September 23, 2019.**

Disclaimer: The City Clerk's Office has the official version of the Homer City Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.



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Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION

FROM: JULIE ENGBRETSSEN, DEPUTY CITY PLANNER

DATE: DECEMBER 2, 2019

SUBJECT: OVERSLOPE DEVELOPMENT FOLLOW-UP

At the October 19th meeting, the Commission wanted to know what happened to the recommendation to include a new overslope area for lease near the Fish Dock. In short, City Council did not follow your recommendation. Instead, they passed Resolution 19-022 that requested the Commission address some issues and report back to Council.

Below is a short history on the early 2019 overslope area:

1. PHC made a recommendation to Council to include a new overslope area near the Fish Dock.
2. The City had recently issued an RFP for overslope development, and received no proposals. Interested parties had a lot of questions that the city does not have policy for, or staff could not address due to shortcomings of city code.
3. Staff recommended to Council to NOT include the new overslope area, until overslope rules and policies had been further developed.
4. Council requested PHC to work on this issue and respond back to Council.
5. Overslope was on the January 23rd, February 27th, and March 27th agendas, but no action was taken regarding updating policy.

It's been a busy year for the Commission! I know topics such as parking will be a priority for the near future. When the Commission would like to further address overslope leases and development, staff is available to work on the issue.

RECOMMENDATION

Discuss City Council's request to the Commission to address issues with the overslope code/policies; determine if the Commission would like to schedule a worksession and/or place this item on an upcoming agenda.

Attached: Resolution 19-022
Memorandum to City Council 3/18/19
1/23/19 PHC Meeting Minutes Excerpt
2/27/19 PHC Meeting Minutes Excerpt
3/27/19 PHC Meeting Minutes Excerpt
2/27/19 PHC Packet Excerpt

**CITY OF HOMER
HOMER, ALASKA**

Aderhold

RESOLUTION 19-022

**A RESOLUTION OF THE HOMER CITY COUNCIL APPROVING THE
CITY OF HOMER 2019 LAND ALLOCATION PLAN.**

WHEREAS, Chapter 19.08.020(c) requires the City to adopt a land allocation plan; and

WHEREAS, The Port and Harbor and Economic Development Advisory Commissions reviewed the draft Land Allocation Plan and provided their recommendations as outlined in a Memorandum dated March 18, 2019 by the Deputy City Planner; and

WHEREAS, the Port and Harbor Advisory Commission is interested in continued work on over slope development around the harbor; and

WHEREAS, The City Council discussed the Land Allocation Plan during a work session with members of the Port and Harbor and Economic Development Advisory Commissions on March 26, 2019; and

WHEREAS, Resolution 19-014 directed the administration to issue a Request for Proposal (RFP) to Manage, Lease, and Renovate the Homer Education and Recreation Complex (HERC 1).

NOW, THEREFORE, BE IT RESOLVED by the Homer City Council that the Port and Harbor Advisory Commission further advance their work on over slope development by evaluating parking, utility access, drainage, leasing provisions and zoning code considerations and forwarding recommendations to the City Council; and

BE IT FURTHER RESOLVED by the Homer City Council that the City of Homer 2019 Land Allocation Plan is hereby amended as follows:

1. Designate the HERC 1 building as available for lease with the terms guided by Resolution 19-014.

BE IT FURTHER RESOLVED by the Homer City Council that the City of Homer 2019 Land Allocation Plan is hereby approved as amended.

PASSED AND ADOPTED by the Homer City Council this 8th day of April, 2019.

CITY OF HOMER

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ATTEST:

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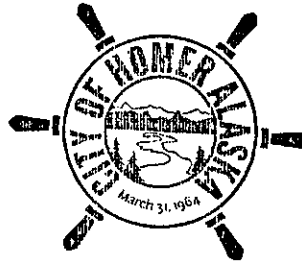
MELISSA JACOBSEN, MMC, CITY CLERK

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Fiscal Note: N/A


KEN CASTNER, MAYOR





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TO: Mayor Castner, Homer City Council
FROM: Julie Engebretsen, Deputy City Planner
DATE: March 18, 2019
SUBJECT: 2019 Land Allocation Plan

Introduction

In previous years, the Land Allocation Plan has been used to determine which city owned properties should be available for lease, and as a time for Council to be informed about property management issues. In 2018, Council adopted an ordinance codified the lease policies. HCC 18.08 is attached. The purpose of the plan is more clearly spelled out to identify lands available for lease. Therefore this year, staff worked with the Economic Development Advisory Commission (EDC) and the Port and Harbor Advisory Commission (PHC) to identifying any new lands that should be made available for lease on the Spit.

Discussion

The EDC reviewed the Homer Spit map and Section A (Lands Available for Lease) at their February 12, 2019 meeting. They did not have any recommendations. Two Commissioners volunteered to attend the work session with Council.

The PHC reviewed the same information at their meetings of January 23rd and February 27th. They recommended a new lease area along the harbor edge, as over slope development. See attached map. PHC has a continued interested in over slope development and potential zoning code revisions, to encourage new development. A Commissioner will attend the work session.

Planning staff has some concerns with this new potential lease area. These concerns may be solvable, but a staff thinks a fair amount of effort needs to take place before the City puts this area out for lease. There are zoning code conflicts, land use conflict with the Marine Industrial zone, and concerns about a boardwalk potentially hampering or conflicting with operations at the ice plant and fish dock. If it is a priority of the City Council to put this area out for lease, staff recommends a memorandum to the PHC, Port and Planning staff to identify the issues and potential resolutions. When an overslope area was put out for RFP in recent years, there were many questions from potential respondents that do not have a ready answer in City code or policies. Examples: a platform is really expensive – can the lease be for 99 years? Where will customers park? Can boats use the platform as moorage, such as fishing charters? Before the City issues another notice that overslope areas are available for lease, it would be forward-thinking to work through some of these issues.

Staff Recommendation 1: Do not lease the new area. Support the Port and Harbor Advisory Commission's continued work on overslope development, with the goal of revisiting this location for a future land allocation plan work session.

Staff Recommendation #2: Include the HERC property, with the guidelines of Resolution 19-014, as a property available for lease.



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Attachments

1. Draft Spit Map with new overslope area shown
2. HCC 18.08.020
3. Resolution 19-014
4. Land Allocation Plan

Draft 2019 Land Allocation Plan Spit Map

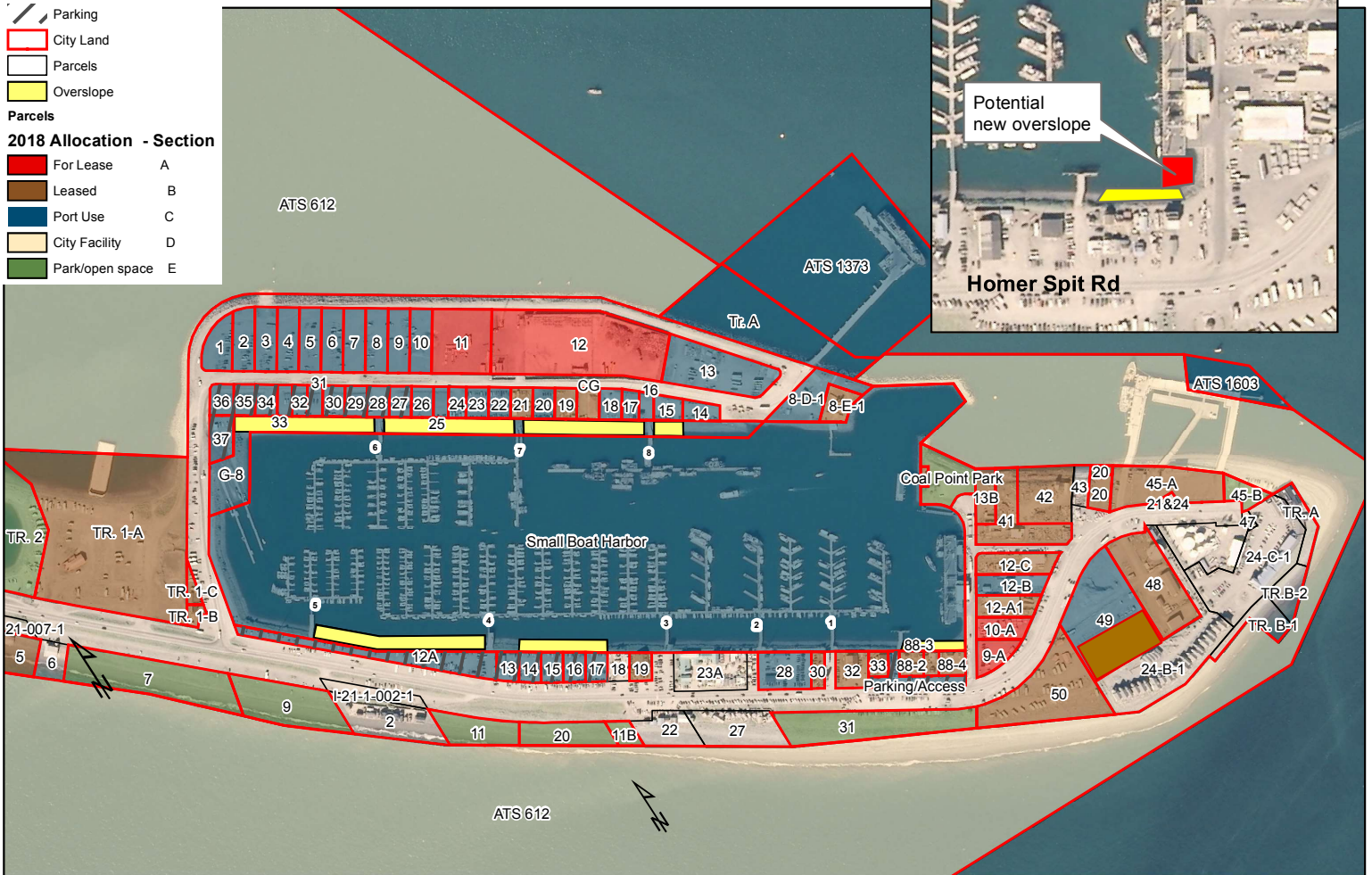
Legend

- Parking
- City Land
- Parcels
- Overslope

Parcels

2018 Allocation - Section

- For Lease A
- Leased B
- Port Use C
- City Facility D
- Park/open space E



City property outlined in red.
Photo taken in 2013.
Property lines are not exact - use with care.
P.B. 2-2020/19, J.E.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

Agenda was amended under “Approval of the Agenda” for Staff Report to be postponed until later in the meeting.

PUBLIC HEARING

PENDING BUSINESS

A. PHC Bylaw Amendments

Chair Zimmerman requested a motion to postpone action on the bylaws until the next regular meeting.

STOCKBURGER/DONICH MOVED TO POSTPONE THE PORT AND HARBOR ADVISORY COMMISSION BYLAW AMENDMENTS UNTIL THE NEXT REGULAR MEETING.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

NEW BUSINESS

Chair Zimmerman acknowledged that Mr. Hawkins was not present yet and requested a motion to postpone “New Business, Item A” until later in the meeting.

STOCKBURGER/HARTLEY MOVED TO AMEND THE AGENDA TO ADDRESS “NEW BUSINESS, ITEM B” FIRST AND POSTPONE “NEW BUSINESS, ITEM A” FOR LATER IN THE MEETING.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

B. 2019 Land Allocation Plan

- i. Memo from Deputy City Planner Re: 2019 Draft Land Allocation Plan
- ii. LAP Section A – Lands Available for Lease
- iii. LAP Homer Spit Map of Land

Chair Zimmerman opened the floor for discussion on the Land Allocation Plan. There was discussion on the lease status of the Concrete Pad, what lots are currently available for lease and their uses, and if there were any suggestions for other areas that 47 be available.

Port Director/Harbormaster Hawkins arrived at 5:14 p.m.

Discussion continued on if any other lots should be added to the Land Allocation Plan. Commissioner Carroll suggested the overslope area between the Fish Dock and Lot 88-4 would be an ideal location for additional dock space, possibly for a processor. The commissioners deliberated on the existing Fish Dock layout, and how the space could be developed. Mr. Hawkins provided clarification on the status of Lots 9A, 10A, and the short-term, seasonal areas that had previously been delineated near Ramp 5. There was brief discussion on the description of the overslope Mr. Carroll was proposing to include.

CARROLL/DONICH AMEND THE OVERSLOPE HARBOR LEASE AREAS TO MAKE AVAILABLE THE STRIP OF OVERSLOPE BETWEEN LOT 88-4 AND THE FISH DOCK.

There was brief discussion on the other overslope areas already included in the Land Allocation Plan.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

Commissioner Stockburger questioned if there has been any interest in overslope leases. Mr. Hawkins noted that it has been advertised as available but there have not been any serious proposals.

Chair Zimmerman noted the request in Planning Staff's memo to select 1-2 commissioners to attend the City Council worksession on March 11th to represent the PHC and share the commission's comments on the Land Allocation Plan. Ms. Tussey noted that it is commonly the chair that represents the commission, and that this worksession provides an opportunity for commissioners to share with Council their comments or suggestions on the LAP, the lease process, or possible amendments to code. She suggested that any commissioner with comments should share them with either Chair Zimmerman or the Deputy City Clerk.

Chair Zimmerman requested to have this item on the February 27th agenda, specifically overslope, to discuss the process and code.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

- A. Port & Harbor Director's Report for January 2019
- B. Homer Marine Trades Association Report
 - i. HMTA Meeting Minutes for November 7, 2018
 - ii. HMTA Meeting Minutes for December 17, 2018

Port Director/Harbormaster Hawkins provided his staff report and facilitated questions/discussion on the following topics:

- Mayor Castner's meeting: establishing lines of communication and requesting input from Chairs on process;
- Planning on LNG project and possible effects for Homer: City Manager preparation for KBBi Coffee Table interview related to a recent economic forum in Homer;

VOTE: YES: ULMER, DONICH, CARROLL, ZEISET, STOCKBURGER, ZIMMERMAN

Motion carried.

- B. Land Allocation Plan/Overslope Development
- i. HCC 21.46 Small Boat Harbor Overlay District
 - ii. Homer Spit Comprehensive Plan Excerpt Re: Spit Development

Chair Zimmerman noted the information provided to the commission on overslope and current City Code outlining overslope policy, and reminding the commissioners that there is a City Council worksession on this matter on March 26th. There was discussion on possible areas that need to be changed in code or in the Spit Comprehensive Plan, and if the commission is ready to tackle this project. Ms. Tussey reminded the commission of possible ways they can take action on the matter, such as working with the Planning Commission or submitting a memo to City Council with recommendations.

Chair Zimmerman requested that commissioners share any comments or suggestions they may have on overslope development that he could bring to the Council worksession on March 26th.

NEW BUSINESS

- A. Copper River Seafoods' Lease Application- Re-assignment of Snug Harbor Seafoods' Lease
- i. Memo from Port Director Re: Copper River Seafoods' Lease Application
 - ii. Lease Application Checklist & City Manager Recommendation
 - iii. Copper River Seafoods Lease Application

The commission held brief discussion on the lease, how the finances seemed in order, construction plans for the new facility, and its approval from Harbor Staff and the City Manager.

ULMER/CARROLL MOVE TO RECOMMEND TO CITY COUNCIL TO APPROVE A LEASE RE-ASSIGNMENT FROM SNUG HARBOR SEAFOODS TO COPPER RIVER SEAFOODS, AND RECOMMENDING CITY COUNCIL APPROVE THE RE-ASSIGNMENT AND NEW LEASE TERMS.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

- B. Proposed Change in Tariff No.1 for Barge Ramp Use by Small Vessels

Port Director/Harbormaster Hawkins provided an overview of the Barge Ramp use issue that prompted the need for the tariff change; the commission and Mr. Hawkins discussed the following points:

- Concerns regarding the confusion between the Launch Ramp and the Barge Ramp;
- Need for change in City code, harbor policy, and the fee schedule/tariff to better streamline wharfage tracking and correctly charging the customer using the ramps;
- Issues that the harbor has been having with loading crafts trying to load/unload at the ramps;

Dave Lyon, area resident and water taxi business owner, commented on the logistics of using the Barge Ramp in tandem with the large landing crafts and his personal experiences with the system working. He voiced his concerns using the Load and Launch Ramp versus the Barge Ramp, with commissioners asking him brief questions.

Steve Rykaczewski, city resident and personal user of the harbor, asked Mr. Hawkins and the commission: if he, as a private vessel owner, uses either ramp to load his four-wheeler or lumber, would he would be subject to wharfage fees? Mr. Hawkins stated yes and added that these fees are an additional service: you pay moorage for moorage, you pay wharfage to load/unload stuff.

Marie Bader shared how their organization calculates their oyster weights for the year and how it helps plan for next year's expenses. The idea is businesses can plan on future use relatively easily, which backs up the concept of the harbor charging an annual fee/pass for wharfage/landings. Mr. Hawkins noted that commercial loading at the Load and Launch Ramp is defined as any amount of materials that exceed a total weight of 500 lbs., and it sounded like much of the co-op's wharfage is below that.

Louise Lyon, water taxi business owner, commented that water taxis also bring in a lot of benefit to the harbor, not just the large landing crafts. She posed the question to the commission: what are they going to get in return for these fees? Commissioner Stockburger responded that we all get a nicer harbor. They are trying to get as many of the users of the harbor to help pay; rates are maintained and applied as fairly as possible, but they are expecting everyone to help pay in.

Chair Zimmerman closed public comments and asked the commission for any additional comments. There was brief discussion on the need for further discussion, time to prepare proposed rates, and have additional public input.

DONICH/ZEISET MOVED TO HOLD A WORKSESSION WITH STAKEHOLDERS FOR DISCUSSING WHARFAGE FEE OPTIONS AT THE BARGE RAMP BEFORE THE NEXT REGULAR MEETING.

There was discussion on when that meeting could be, the process of the worksession, and suggestions to the public that they should be there. The commission requested that Deputy City Clerk Tussey see if the worksession could be scheduled at 4:00 p.m. the day of the regular meeting on April 24th.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

Chair Zimmerman thanked everyone who came to the meeting for their public testimony.

- A. Land Allocation Plan/Overslope Development
 - i. HCC 21.46 Small Boat Harbor Overlay District
 - ii. Homer Spit Comprehensive Plan Excerpt Re: Spit Development

Chair Zimmerman summarized the City Council worksession he attended on March 26th regarding the Land Allocation Plan and the overslope areas. Discussion ensued on the current status of the topic, and how it is up to City Council to decide if they plan to send overslope review back to staff and/or an advisory commission for further work.



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Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION
FROM: RACHEL TUSSEY, DEPUTY CITY CLERK
DATE: FEBRUARY 19, 2019
SUBJECT: LAND ALLOCATION PLAN/OVERSLOPE DEVELOPMENT

At the January 23, 2019 regular meeting, the Port and Harbor Advisory Commission reviewed and approved recommended changes to the 2019 Land Allocation Plan. This agenda item sparked a broader discussion on overslope development, how it is laid out in City Code, and what the process would be to make changes to either the code or plan.

I spoke with Julie Engebretsen, Deputy City Planner, and she provided the following information for the commission:

- 1. HCC 21.46 Small Boat Harbor Overlay District** – This is the section of city code that addresses the majority of overslope development. Although this set of rules has been on the book for nearly 10 years, only the Harbormaster's Office has been built under these rules. City code can be amended a number of ways, but a memo to the City Council with a request for referral to the Planning Commission is one path forward.
- 2. Homer Spit Comprehensive Plan Excerpt Re: Spit Development** – The zoning code is guided by the Homer Spit Comprehensive Plan, adopted in late 2011. This document is not easy to amend. Goals 1.2 and 3.1 specifically addresses overslope development. Reading through the whole implementation section provides good background for talking about Spit development.

RECOMMENDATION

Informational materials provided for Commission review. Any actions must be made by motion, e.g. making a recommendation to City Council, requesting Staff to schedule a joint worksession with the Planning Commission, or plan to make a presentation at a future Planning Commission meeting.

Chapter 21.46**SMALL BOAT HARBOR OVERLAY
DISTRICT****Sections:**

- 21.46.010 Purpose and intent.
- 21.46.020 Overlay district boundaries.
- 21.46.030 Applicability.
- 21.46.040 Conditional uses.
- 21.46.050 Overslope platform standards.
- 21.46.060 Architectural standards.
- 21.46.070 Signs.
- 21.46.080 Landscaping.
- 21.46.090 Architectural plans.

21.46.010 Purpose and intent.

The purpose of the Small Boat Harbor Overlay District is to establish additional development regulations specifically designed for the unique nature and needs of water- and tourism-oriented uses on platforms over the small boat harbor. These regulations will delineate special performance and design standards, encourage mixed use developments which contribute to the stabilization of water-dependent and water-related uses, encourage the link between the marine business and general business sectors of the community, and encourage safe and enjoyable access along the harbor's edge. [Ord. 09-44(S) § 3, 2009].

21.46.020 Overlay district boundaries.

The Small Boat Harbor Overlay District applies to the property described as Lot G-8 and Small Boat Harbor, Homer Spit Subdivision No. Two, T6S, R13W, Sections 35 and 36, and T7S, R 13W, Sections 1 and 2, Seward Meridian, as shown on Plat No. 92-50. [Ord. 09-44(S) § 3, 2009].

21.46.030 Applicability.

Unless otherwise noted, the requirements of the Small Boat Harbor Overlay District apply to all development and are in addition to the requirements of the underlying zoning district. Where a requirement of the underlying district conflicts with a requirement of the overlay district, the overlay district requirement shall govern. [Ord. 09-44(S) § 3, 2009].

21.46.040 Conditional uses.

The following uses may be permitted in the Small Boat Harbor Overlay District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

- a. Overslope development. [Ord. 09-44(S) § 3, 2009].

21.46.050 Overslope platform standards.

An overslope platform shall comply with the following standards:

- a. An overslope platform shall be 40 feet deep, and shall be not less than 40 feet nor more than 240 feet wide.

- b. There shall be a minimum 20-foot setback separating an overslope platform from a dedicated right-of-way. Except as provided in the preceding sentence, there are no setback requirements for overslope platforms, and an overslope platform may be constructed to the lot line.

- c. An overslope platform that is used for the docking of boats shall be designed to bear the loads associated with that use, and include suitable rail access, gates, stairs and fenders.

- d. The bottom of the lowest structural member of the lowest floor of an overslope platform (excluding pilings and columns) shall be at least one foot above the base flood elevation.

- e. The area of an overslope platform that at the time of its construction is within 15 feet of the edge of a ramp shall be used as a public access area, within which no sales or commercial activity may occur. Such a public access area shall not be counted to meet open space or landscaping requirements.

- f. Direct access from an overslope platform to the ramp shall be limited to avoid user conflicts. Gates or other moveable barriers that facilitate loading and unloading may be used to control access. [Ord. 09-44(S) § 3, 2009].

21.46.060 Architectural standards.

Overslope development shall conform to the following architectural standards:

- a. All buildings on the same overslope platform shall receive a common architectural treatment. The main color of the exterior walls of all buildings on an overslope platform shall be one or more earth or seascape tones.

b. Not less than five percent of the area of an overslope platform area shall be outdoor public open space.

c. Overslope development shall include pedestrian walkways that provide direct access between common areas in the overslope development and public rights-of-way.

d. Opaque walls, fences or planter boxes, or any combination of them, shall be used to screen mechanical equipment and trash containers from view in adjacent public areas.

e. The design of structures and outdoor pedestrian areas shall take into consideration environmental factors such as prevailing wind, salt spray, solar exposure, snow and heavy rains.

f. Along the length of a building, the roofline shall not be continuous for more than 60 feet. Roofs shall be gabled.

g. The maximum height of a building measured from the overslope platform or the adjacent grade to the highest roof peak shall not exceed 25 feet.

h. A public access not less than eight feet wide to an area overlooking the harbor shall be provided at each end of an overslope platform and at intervals not greater than 150 feet on the overslope platform.

i. A continuous pedestrian corridor at least eight feet wide must extend the length of the overslope development, on either the harbor or the uplands side, or some combination thereof. The corridor must be clear of obstructions, but may be covered by an awning or roof overhang. The minimum eight-foot width of the corridor may not be counted to meet landscaping or public open space requirements. [Ord. 09-44(S) § 3, 2009].

21.46.070 Signs.

Signs are subject to the requirements in Chapter 21.60 HCC that apply in the underlying zoning district; provided, that the maximum combined total area for all signs under Table 2 in HCC 21.60.060(c) is calculated on a per-building basis instead of on a per-lot basis. No sign bearing a commercial message, as defined in HCC 21.60.040, may be placed in an outdoor public open space. [Ord. 09-44(S) § 3, 2009].

21.46.080 Landscaping.

a. Five percent of the area of an overslope platform must be landscaped.

b. In addition to the types of plantings listed in the definition of landscaping in HCC 21.03.040, landscaping on an overslope platform may include planter boxes and hanging basket plantings.

c. The Commission may permit the substitution of durable outdoor art, or amenities for public use such as bike racks, benches, trash receptacles and information kiosks, for part of the required landscaping on an overslope platform. [Ord. 09-44(S) § 3, 2009].

21.46.090 Architectural plans.

An application for an overslope development conditional use shall include the following detailed plans and specifications showing compliance with the requirements of this chapter:

a. Floor plans at a scale of one-eighth inch equals one foot.

b. Architectural elevations.

c. Site elevation showing the relationship to the platform of the base flood elevation and mean high tide line, and the elevation of the land where the platform adjoins the shore.

d. Exterior finish schedule.

e. Roof plan showing direction of drainage and where runoff will go.

f. Drawings must show design oversight by an architect registered under the laws of the State of Alaska. [Ord. 09-44(S) § 3, 2009].



4. Implementation

This final section provides specific objectives and strategies for meeting the vision and goals outlined in Chapter 3. The table is intended as an implementation tool over the next 20 years and/or the life of the plan. Key partners who are needed to help with implementation are listed, including the City of Homer, landowners and developers, state and federal agencies, non-profits, and local economic enterprises including the Chamber of Commerce. Cooperation and a “win-win” approach to implementation will be vital to the successful outcome of this planning effort.

“An important issue is actually implementing a plan. I remember being at Land's End in the 1980s at a community brainstorming. There were ideas galore, wall posters full, and actually some consensus to “plan” and do. Unfortunately all these folks, including myself all went back to jobs and lives and without planning, “Coney Island” emerged.”

~ Workshop participants



1. Land Use and Community Design

Goal 1.1.1 Maintain the variety of land uses that establish the unique "Spit" character and mix of land uses.

Objective	Strategies	Responsibilities
Revise zoning to protect character and enhance commercial, industrial, and public facilities development	<p>Identify appropriate residential uses on the Spit.</p> <p>Similar land uses (such as charter offices, boat and gear sales, tourism activities) shall be encouraged to cluster to achieve a mix of related activities and minimize adverse impacts on other activities.</p> <p>Consider a 25-foot building height limit, with a Conditional Use Permit (CUP) process for buildings up to 35 feet.</p> <p>Encourage all developments to provide amenities such as bike racks, benches, picnic tables, trashcans, and landscape features such as planters and art.</p> <p>Review Spit parking requirements and possible solutions.</p>	Planning Department Planning Commission Port and Harbor Commission
The City should plan for the future land use of City-owned properties	<p>Reserve and cluster industrial land at specific nodes, including east and south of harbor.</p> <p>Better utilize the limited land available for industrial and economic development.</p> <p>Reserve sufficient land by the deep water dock for future industrial development.</p> <p>Designate "overslope" for commercial use focus on south and west sides.</p>	City Council Port and Harbor Commission
Address marine commercial and marine industrial zoning	<p>Submit draft ordinance to Planning Commission and City Council.</p> <p>Consider zero lot line construction and the amount of right-of-way realistically needed to support specific uses at build-out.</p>	Planning Department Planning Commission
Review land lease policy and determine impact on leasing and character of leasing	<p>Continue reviewing lease policies periodically.</p> <p>City leases shall include land sufficient for businesses and minimal employee parking.</p>	City Council
Develop standards to apply to development	<p>Address screening of dumpsters/noxious facilities.</p> <p>Address standards for screening of industrial development with view protection.</p> <p>Explore industrial subdivision standards.</p>	Planning Department, Commission

Goal 1.2 Improve the permanence and character of new commercial development.

Objective	Strategies	Responsibilities
Develop standards for public property development	Revisit design guidelines for overslope development to provide more specificity for development at harbor overslope, considering issues such as lot size, legal access, and parking policies.	City Council

Goal 1.3 Provide public facilities that attract residents and visitors to the Spit.

Objective	Strategies	Responsibilities
Provide amenities that aid residents and visitors	Identify locations and needs for restrooms/showers.	Port and Harbor Department, harbor users, leaseholders
Provide enhanced park and recreation facilities	<p>Identify and prioritize public recreation needs on the spit, and include projects on the CIP. Refer to the Master Parks and Recreation Plan, chapter 7, in the 2008 Comprehensive Plan.</p> <p>Prepare a master plan for development of a new community gathering space at the site of the existing City campground north of Freight Dock Road (pier 1 area).</p> <p>Provide kayak launching facilities.</p> <p>Set aside a new community park.</p> <p>Evaluate and develop a plan for non-boating access to fishing opportunities.</p> <p>Construct weather-protected picnic and outdoor meeting facilities.</p> <p>Open space recreation uses shall be encouraged on the west side of the Spit on public land.</p>	Public Works Department/ Parks and Recreation Division Chamber of Commerce

Goal 1.4 All development should recognize, value, and complement the unique natural resources on the Homer Spit.

Objective	Strategies	Responsibilities
Preserve and protect important wildlife and bird sanctuary areas.	<p>Require site-specific handling requirements for all runoff from parking areas.</p> <p>Provide information on preventing the growth of noxious weeds.</p> <p>Encourage the use of native plant materials for all landscaped areas.</p> <p>Encourage the presence of interpretive programs to identify plant and animal resources.</p> <p>Clearly sign beach areas designated off-limits for motorized travel.</p>	<p>Planning Department</p> <p>Parks and Recreation Division</p> <p>State of Alaska, DNR Parks</p> <p>Non-profit Organizations</p> <p>US Fish & Wildlife Services</p>

Goal 1.4 All development should recognize, value, and complement the unique natural resources on the Homer Spit.

Objective	Strategies	Responsibilities
Identify private lands to become conservation areas	Buy private property from willing landowners for conservation purposes. Encourage containment and cleanup of junk. The City should pursue ownership or preservation of the west side of the Spit for open space recreation, camping, and view shed protection.	City Council
Allow the natural transport of sediments along the west side of the Spit to continue uninterrupted.	Proponents of bulkheads, groins, breakwaters, or other devices shall demonstrate that their project will not adversely disrupt this sediment transportation.	Public Works Department

Goal 1.5 Respond to seasonal land use demand fluctuations.

Objective	Strategies	Responsibilities
Ensure that high demand seasonal uses are given priority	Allow interim/temporary uses of vacant City land when they are supportive of seasonal demands (fishing, tourism, etc.). Rationalize parking areas to make sure demand is met but at the same time, reduce the overall footprint and visual impact.	Port and Harbor Commission Administration Port & Harbor Department

Goal 1.6 Protect public access to and enjoyment of the Spit's unique natural resources.

Objective	Strategies	Responsibilities
Maintain and protect traditional public use of the beaches along the Spit such as gathering coal, shellfish, fishing and other recreational activities.	Inventory and identify key traditional use areas and access routes. Obtain public ownership of land on the Spit especially focused around key sites. Conservation of the Mud Bay area of the Spit. Maintain and increase public access to the harbor and beaches to improve opportunities for fishing, and other recreational activities. Minimize conflicts between motorized and non motorized users on the Spit. Install signage to educate ATV users about responsible ATV use.	Public Works Department Parks and Recreation Planning Department Port and Harbor Commission
Protect the scenic, natural and aesthetic resources.	Encourage the build-up of driftwood on Spit Beaches. Use native landscape elements in public design projects (beach grass, driftwood).	Public Works Department Parks and Recreation Planning Department Port and Harbor Commission

2. Transportation



Goal 2.1 Enhance and protect the Spit's critical role in regional marine transportation.

Objective	Strategies	Responsibilities
Prioritize transportation and land use decisions to support waterfront dependent activities	<p>Priority for use of the Small Boat Harbor and distal end of the Homer Spit shall be marine commercial, marine industrial (fishing), industrial transportation, waterfront tourism, and recreation (both day use and outings across the bay).</p> <p>Enhance the connectivity and infrastructure needed to support Deep Water Cargo activities and Main Dock Areas.</p> <p>The City shall reserve right-of-way for access to the east side of the harbor.</p>	Port and Harbor Public Works Administration City Council
Balance cruise ship and other commercial activities. One should not happen at the expense of another	<p>Improve cruise ship passenger disembarkation area by the Deep Water Dock.</p> <p>Create way finding kiosks along the harbor.</p> <p>Create a covered harbor overlook area in near ramp 7 or the Deep Water Dock and the harbor entrance.</p> <p>Consider temporary solutions and how to prioritize improvements for cruise ship passengers, since the number of port calls varies year to year.</p>	Port and Harbor Public Works Administration Existing commercial/ retail business owners Excursion vendors Chamber of Commerce

Goal 2.2 Improve traffic flow and safety on the Sterling Highway (Homer Spit Road).

Objective	Strategies	Responsibilities
Maintain the capacity of the Sterling Highway (Homer Spit Road)	<p>Limit number of access points to the Sterling Highway.</p> <p>Initiate a Reconnaissance Study to better define and control crossing points in the harbor commercial area.</p> <p>Evaluate traffic calming as an element of the Reconnaissance Study.</p> <p>Enter Memorandum of Agreement with ADOT&PF to address parking, maintenance, and management of the right-of-way.</p>	ADOT Administration

Goal 2.3 Provide adequate and safe facilities for pedestrians and bicyclists.

Objective	Strategies	Responsibilities
Provide safe walkways and trails	<p>Develop pedestrian plan for Spit.</p> <p>Work with DOT on solutions such as crosswalks.</p> <p>Consider options for location of the bike path to best address safety and all users.</p> <p>Plan and design the proposed bike path extension to meet the needs of bicyclists and pedestrians.</p> <p>Plat easements for walkways in commercial areas and along overslope area.</p> <p>Require provision of connectivity between adjacent commercial properties in permit process/zoning language.</p> <p>Connect harbor to Seafarers Memorial with trail.</p> <p>The City shall reserve 15' pedestrian/safety rights-of-way and access for overslope development around the periphery of the small boat harbor.</p> <p>Construct pedestrian pathway around northerly harbor rim.</p>	<p>Public Works Department</p> <p>Planning Department</p> <p>Port & Harbor Dept</p>

Goal 2.4 Provide improved multi-modal transportation on and to the Spit.

Objective	Strategies	Responsibilities
Support year round car ferry service to the outlying communities of Kachemak Bay	Participate in a public or private task force or organization.	<p>City Council</p> <p>Economic Development Commission, Chamber of Commerce</p> <p>Administration</p>
Encourage a shuttle bus system during peak summer months to transport visitors and employees to town, lodging and remote parking.	<p>Participate in a public or private task force or organization.</p> <p>Create business plan/model to determine funding/cash flow.</p>	

Goal 2.5 Improve organization, wayfinding, and location of parking and harbor facilities

Objective	Strategies	Responsibilities
Better define parking locations	<p>Separate long-term parking from short-term/day use parking.</p> <p>Designate specific areas for RV parking.</p> <p>Provide loading zones for delivery trucks and motor coaches in the retail district.</p> <p>Implement a fee and permit system for long term parking.</p>	Port and Harbor Planning Department
Provide coherent wayfinding system for parking, and restrooms	<p>Establish a consistent theme for all parking graphics and signage.</p> <p>Develop color or other graphic/design feature to clearly indicate intended use.</p> <p>Clearly identify City of Homer as owner and requirements for use of lots.</p> <p>Clearly label all ramps so they are visible from the roads and parking lots.</p> <p>Create a kiosk or signage at each ramp and restroom showing the layout of the harbor, and parking in the immediate area of the user.</p>	Port and Harbor Planning Department
Define loading and unloading areas	<p>Create a bus loading zone near the harbor masters office.</p> <p>Analyze options for a turn around/cul-de-sac/roundabout at End of the Road Park.</p>	Port and Harbor ADOT City Council



3. Economic Vitality

Goal 3.1 Improve the local economy and create year-round jobs by providing opportunities for new business and industrial development appropriate for the Homer Spit.

Objective	Strategies	Responsibilities
Enhance the circulation and safety in the fish dock area	<p>Create site-specific land use study for fish dock/processing/ice house area.</p> <p>Develop appropriate safety measures on Fish Dock Road.</p> <p>Construct an observation deck near the Fish Dock.</p>	Port and Harbor Dept Parks and Recreation

Goal 3.1 Improve the local economy and create year-round jobs by providing opportunities for new business and industrial development appropriate for the Homer Spit.

Objective	Strategies	Responsibilities
Enhance east harbor area for industrial use	<p>Review zoning for adequacy of provisions for industrial growth.</p> <p>Compress trailer parking to ensure there is no encroachment into needed industrial reserve lands.</p> <p>Expand the port facilities and freight capacity for improved transportation of goods and materials in and out of Homer.</p> <p>Expand and improve the deep water dock and other related port facilities.</p> <p>Improve Outer Dock Road.</p>	Public Works Planning Department Port and Harbor
Determine economic development opportunities for "value added" growth such as processing, small scale local retail, and restaurants serving local products	<p>Encourage development related to the fishing, fish processing, and boating industries.</p> <p>Host economic development forum and determine opportunities for value added growth.</p>	Alaska Economic Development Corporation Planning Department Chamber of Commerce Processing plant managers/ operators
Determine incentives needed to promote Overslope development	<p>Analyze and develop market plan for development.</p> <p>Determine alternate incentives that would encourage growth.</p> <p>Identify sources of funding or implementation actions for identified incentives.</p>	Public Works Department Port and Harbor Commission Alaska State DEC Finance Department



4. Natural Environment

Goal 4.1 Manage conservation areas and the natural resources of the Spit to ensure continued habitat and biological diversity.

Objective	Strategies	Responsibilities
Minimize human impact on conservation areas.	<p>Avoid development on city owned tidelands adjacent to Conservation areas, such as Louie's Lagoon and Mud Bay.</p> <p>Minimize all development that is not marine related within the Kachemak Bay Critical Habitat Area, defined as below the 17.4 ft mean high tide.</p> <p>Improvements to public lands should focus active recreation on the west side of the Spit, Mariner Park, and south of the Fishing Lagoon.</p>	Port and Harbor Dept Parks and Recreation

Objective	Strategies	Responsibilities
Purchase or obtain conservation easements on private lands on the Spit, such as between north of the hockey rink, and the base of the Spit.	Work with willing land owners to conserve land through methods such as conservation easements, or public or nonprofit ownership. Consider purchasing first right of refusal options, right of occupancy for remainder of lifetime or other less traditional methods that will ensure conservation of the properties at some point in the future.	Public Works Planning Department Port and Harbor

Goal 4.2 Support environmentally responsible harbor operations by all user groups. Activities such as power washing and scraping, sanding and painting may not be allowed in the harbor in the future due to environmental regulations.

Objective	Strategies	Responsibilities
Support and implement the Alaska Clean Harbor Pledge	Implement relevant portions of Chapter 9 Energy, from the 2008 Comprehensive Plan, such as energy efficient public buildings, recycling and solid waste management. Implement a bilge water management program. Pursue public education on boat cleaning agents, to reduce the use of harsh chemicals such as bleach.	Public Works Planning Department Port and Harbor
Support the concepts presented in "Clean Boating for Alaskans"	Continue to support environmentally responsible boating habits. Partner with harbor user groups on public education and providing appropriate facilities.	Port and Harbor Harbor user groups

Goal 4.3 Manage Storm Water Runoff

Objective	Strategies	Responsibilities
Address stormwater issues, puddling, and erosion	Explore better parking lot maintenance and storm water management approaches such as rain gardens, settling ponds and shallow ditches. Use to also help define parking areas, particularly where winter maintenance is not needed. Parking revenues could be used to help pay for these projects. Create a spit drainage and grading plan. Drainage needs to be planned and implemented block by block rather than haphazardly for all properties.	Public Works Port and Harbor

Goal 4.4 Manage the Port as a working harbor, for both recreational and working vessels

Objective	Strategies	Responsibilities
Remove derelict vessels	Continue to get rid of boats not paying moorage; the harbor is not a storage facility or museum. Harbor expansion is expensive; the harbor should be fully utilized by active users. Dead boats can also be an environmental hazard if no one is responsible for making sure they don't sink or leak.	Public Works Port and Harbor



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4311 Freight Dock Road
Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, HARBORMASTER

DATE: DECEMBER 2, 2019

SUBJECT: PARKING UPDATE & PROPOSED BUDGET AMENDMENT FOR HOMER SPIT
PARKING PLAN

The Homer Spit is a hub of commercial and recreational activity. Staff are seeing a steadily-increasing use in the Adventure Tourism category, which seems to be following the national trends. All this is to say that the Port/Harbor is seeing increasing congestion in the peak use months centering on parking. The effect of this congestion brings to light safety concerns such as higher levels of vehicle/pedestrian interactions and shoulder parking, causes difficulty for shop owners and customers alike, and there is a general hindrance to our core customer, the vessel owners mooring their vessels in our harbor, that must be addressed.

In July of 2013 the Port and Harbor Advisory Commission recommended the use of dredged material to expand parking lots around the Spit, which was introduced to Council in November of 2013 and HART funding was dedicated to the project for engineering costs. Staff also added this project to the CIP and ongoing work has been periodically dedicated to this by both the Commission and Staff. However, this is just a small piece of a much larger puzzle in the search for solutions to help alleviate the ever increasing need for more parking.

The Budget amendment, proposed to City Council at their November 25th meeting, takes a holistic approach to parking management on the Spit on a larger scale by funding a parking study that could provide tangible recommendations for managing parking in a way that encourages safety and promotes maximum usage of land available for parking. The study would begin by evaluating the Homer Spit Comprehensive plan created in 2011 and reviewing recommendations and what's already been achieved. However, this study would be focused on looking forward and would be parking specific, looking into matters like: better utilization of existing space from a cost to benefit standpoint, developing fee structures and/or season passes that can guide user patterns and management of space, creation of safer pedestrian traffic patterns, and organizing parking in a way to prioritize use of spaces closest to the intended user.

The plan would need to list recommendations on the management structure needed to create and enforce efficient and effective parking on the Homer Spit. This recommended management structure would need to include the generation of revenue in such a way as to offset operating costs for the Enterprise to ensure a long term, sustainable, parking plan for the future.

The study would include public scoping meetings and reaching out to the many different user groups that enjoy the Homer Spit. It would culminate in recommendations that the Commissions and Council could shepherd through the public process to develop parking strategies that are right sized for Homer.

Although the date for the commencement of this study is not set yet, we're anticipating that it will be in the summer months of 2020. Prepared detailed recommendations from the Port and Harbor Advisory commission, developed during upcoming work sessions or meetings, would be helpful for collaboration and input during the public scoping meetings and the development of this long term plan.

RECOMMENDATION

Informational; for discussion and planning. Any recommendations should be made in the form of a motion.

July 30, 2019

Katie Koester
City Manager
City of Homer, Alaska
491 E. Pioneer Avenue
Homer, Alaska 99603

Dear Ms. Koester,

In 2001, The Nature Conservancy (TNC) purchased a 2.62-acre parcel on the western (seaward) side of the Homer Spit from Sprague Resources Corporation, a Seattle, Washington-based realty firm. At that time, TNC and the City of Homer collaborated to transfer ownership of this parcel to the City of Homer as part of the 2001 City of Homer Capital Improvement Program. Our collective intent was to support preservation of natural ecologic processes and ecotourism on the Homer Spit, as indicated in the attached memorandum from former Mayor of Homer Jack Cushing dated May 14, 2001 (Attachment A). Our original intent for long term management of the parcel, which remains today, is to keep it in its natural state, preclude any further subdivision of the parcel itself and restrict development activities other than non-motorized recreation and wildlife viewing.

Time passed, administrations changed, and the transfer of ownership was postponed for many years. However, the importance of protecting erosion-prone intertidal areas on the Homer Spit is as critical now as it was in 2001, and TNC would like to complete this transaction by conveying the parcel to the City of Homer at no cost.

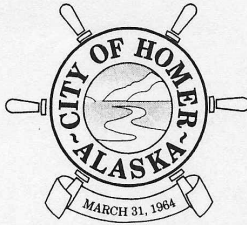
The Sprague Resources parcel (identified in Attachment B: Location Map) will add to seven contiguous parcels owned by the City of Homer on the western side of the Homer Spit and contribute to over 400 acres of city-owned lands on the Homer Spit.

After almost two decades, the Nature Conservancy is excited to complete this project. We understand that the City of Homer will need to pass an ordinance to accept the property. If there is anything TNC can do to assist you or your staff in this process, please let us know.

Sincerely,



Adrianna Muir, Ph.D.
Conservation Director
The Nature Conservancy, Alaska



Office of the Mayor
Jack Cushing

(907) 235-8121
Fax 235-3140

Homer City Hall 491 E. Pioneer Avenue • Homer, Alaska 99603-7624

May 14, 2001

Randy Hagenstein, Associate State Director
The Nature Conservancy, Alaska Chapter
421 W. 1st Ave.; Suite 200
Anchorage, AK 99501

SUBJECT: Sprague Resources Corporation property on Homer Spit

Dear Randy:

I am requesting that The Nature Conservancy acquire for the City of Homer approximately 2.62 acres located on the Homer Spit in Homer, Alaska, known as the Sprague Resources Corporation Tract. The purchase of Spit property has been a long standing goal, approved by the Council, and is within our current Capital Improvement Program (CIP). This program states in part, "The intent is to preserve the natural ecosystem and protect future eco-tourism activities that are emerging as a major industry in Homer. . . . In order to protect this valuable resource, it is necessary for the public to acquire the property."

This specific property is included in the area detailed by this CIP priority and is immediately adjacent to 100 plus acres the city has recently acquired or already owned, and designated for protection. It would be the City of Homer's intention to accept conveyance of this property from The Nature Conservancy and designate it similarly as part of the City's Conservation District. Acquisition of the property from the Conservancy is contingent upon final approval by the Homer City Council.

I understand that the Conservancy intends to purchase the property with funds from the North American Wetland Conservation Act grant and that the City will bear no expenses associated with purchase of the property from Sprague Resources Corporation or conveyance from the Conservancy to the City.

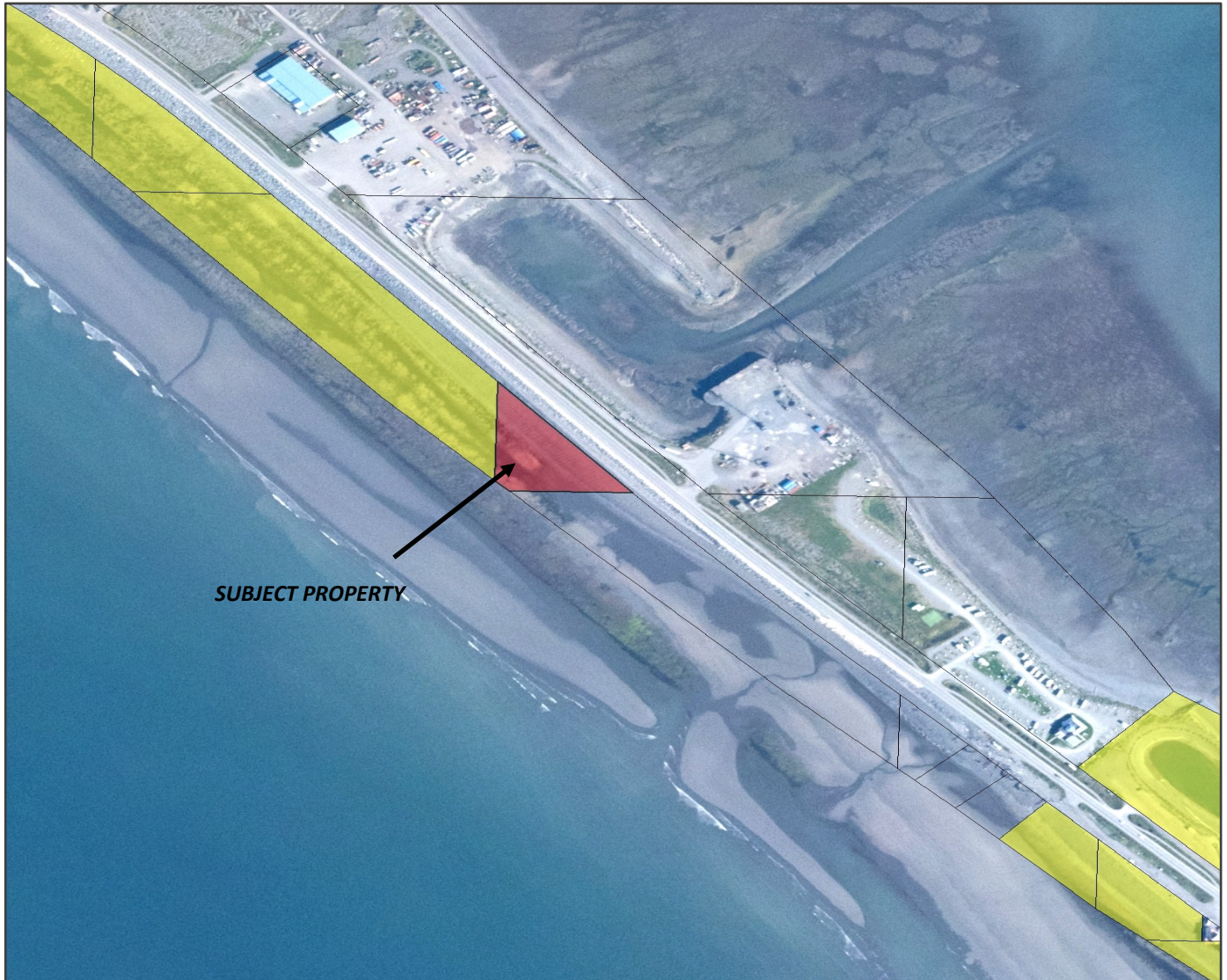
We appreciate the Conservancy's willingness to purchase the property and hold it prior to conveyance to the City of Homer and will work with your staff to ensure timely transfer of the property to the City. Thanks for your foresight in helping to assure balanced development for generations to come.

Yours truly,

Jack Cushing
Mayor, City of Homer

"WHERE THE LAND ENDS AND THE SEA BEGINS"

THE NATURE CONSERVANCY HOMER SPIT PARCEL



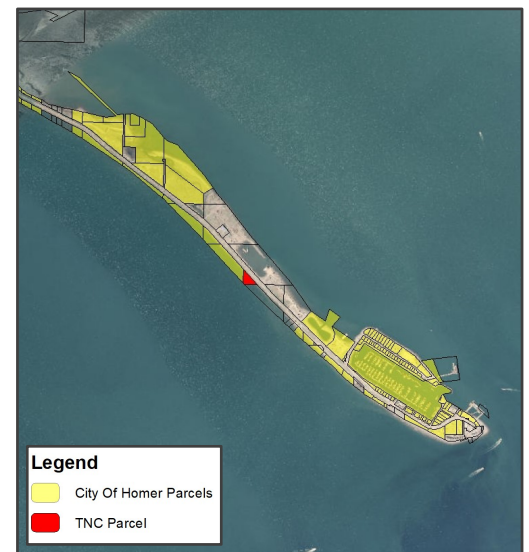
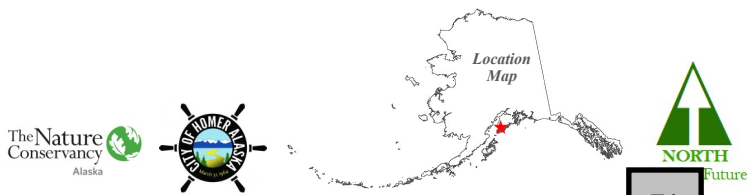
PARCEL INFORMATION

LEGAL DESCRIPTION: T 6S R 13W SEC 35 SEWARD MERIDIAN HM THAT PORTION OF GOVT LOT 3 LYING SOUTHWEST OF THE HOMER SPIT RD

KPB Parcel ID: 18103007

Area (Acres): 2.62

KPB Assessed Value (2018): \$4,000



ALTERNATIVES TO: "PAVING PARADISE TO PUT UP A PARKING LOT"

Original: 2014 - Revised: Nov. 2019

Nov. 6, 2019

I understand that some of these ideas may not be practical or won't work because of information that I don't have but they are just ideas for thoughtful consideration. I also understand some things on the Spit have changed since I first suggested these ideas.

Related to the Ferry terminal parking area, a gate similar to the ones used on railroad crossings that could be activated 12 hours ahead of the ferry arriving might be one option. Sorry this is only a general idea, not one with the specifics of how it might work.

I really feel adding only 40 new parking spaces ($20 + 50 - 30 = 40$) won't solve the problem.

I think people's behavior can be changed and that effort needs to be made, even if in incremental steps. I think removing the 7 day free parking from the business district would be a reasonable first step.

Original suggestions from 2014

Background Info from a less than \$15,000 study.

The grassy area for the proposed parking area is less than an acre, approximately enough room for 40-60 cars depending on parking method.

The existing parking area and the grassy area is 2.52 acres.

Approximately 70 cars can park in the existing lot.

The lot to store the dredge materials (right in and adjacent to tourist areas) is 3.5 acres, approximately 1.5 acres is actually used for storage.

The beach in front of the grassy area doesn't see much annual erosion and doesn't need replenishment.

Long-shore currents carry sand from the base of the spit towards and around the end of the spit. Dredge materials deposited near the end of the spit will re-enter the harbor much quicker than materials deposited near the base of the spit or along the rip-rap.

Numbers to consider

Angle in parking, as in front of the boardwalk across from the Harbor Master's office, appears to be more efficient than the parking as in the existing lot.

Creating angle in parking in front of the dredge spoils to the Seafarer's Memorial would add approximately 96 parking spots, equal to or greater than the grassy area with no fill needed and leaving the storage area in tact.

Moving the roadside barrier at the Seafarer's Memorial back a few feet would allow the same number of cars to park in that lot and approximately 30 additional angle in parking spaces could be created.

Creating angle in parking along the Coast Guard storage area to Fish Dock Road would add approximately 25 parking spaces.

2/10 of a mile is enough for 60 parking spaces.

Utilizing the area between the Ferry parking lot and the road (already paved ditch) from the End of the Road Park to Freight Dock Rd. approximately 224 angle in parking spaces could be created.

Utilizing one acre of the 3.5 dredge spoils storage area could create 50-70 parking spaces depending on parking method.

Other Considerations

Coal Point Park is 1.09 acres, the park area designated by the pines is about 1/10 of an acre, leaving at least $\frac{3}{4}$ of an acre or room for 25-30 parking spaces if marked.

Existing Harbor Master's lot is .97 acres, potential for 40-60 cars. Just moving the office and visitor parking to the new office frees up 9-10 spaces.

Store dredge materials for shortest time possible.

Use dredge materials to replenish beaches at Mariner Park, Rip Rap area across from Barge Basin. Private landowners on the ocean side would probably love to have some free dredge materials. This area as a depository / replenish area would also save the city time and money protecting the camping / ticket office.

Some ideas

Utilize the State Ferry parking area, a green light when not needed for parking for loading-unloading ferry. A red light to denote No Parking due to ferry schedule.

Utilize space at old Harbor Master's office.

Paid parking, \$1.00 per day, everyone from Anchorage and other cities will be happy parking is so cheap. Residents will grumble at the "new tax" but we can give residents a deal by not charging for parking nine months of the year. Anything over 20ft, \$2.00 per day unless in a paid camping spot.

No parking for vehicles over 20 ft. beyond the dirt parking lot before the business district.

Long term parking for folks across the bay and fisherman shouldn't be in the high demand area near the shops and restaurants but readily accessible to one or more of the ramps, perhaps on the back side of the harbor.

Encourage Homer Spit Properties to develop paid parking on the lot next to the Hockey Rink.

Encourage the Hockey Assoc. to develop paid parking at the hockey rink. This could be a source of income for the Hockey Assoc.

Provide parking between Bob' Trophy Charters and the Commercial Truck access road. Still can be use for boat haul out area in the off season like the campground area is.

Support the Homer Trolley in stopping at paid or free parking areas and acting as a shuttle.

Long term parking only 7 days, \$2.00 per day. Over 14 days, \$3.00 per day. Try to find those rates in any city, especially for workers in downtown Anchorage i.e. workers on the spit.

Develop free off-spit parking with shuttle (trolley, subsidized by the city or businesses) provided. Places like high school and middle school parking lots or the airport parking area for junk cars.

Utilize back side of harbor for storage of dredge materials, the pumping distance the same or less.

Utilize the area in front of Pier 1 as organized but free parking. Encourage walking the new trail.

Charge for two vehicles if parking is for boat trailer and vehicle-two spaces.

Utilize Farmer's Market as free off-Spit parking on no market days, subsidize Farmers Market Assoc.

Summary: Grassy area made into parking provides for 40-60 cars. It is the last grassy spot on the end of the spit. Not paving paradise and utilizing just three suggestions above approximately 370 parking spaces could be realized.

Creative, organized, paid parking (close to businesses) and free parking further away can be accomplished without filling the grassy area.

I understand that filling and paving the grassy area may be too far along to consider the above but I hope not. Imagine filling and paving this one and the next one and the next one..."you don't know what you've got until it is gone."

All of the spit can be filled, paved and made into parking lots and it won't be enough. Charge for parking, encourage use of shuttles, encourage walking and biking.

Submitted by: Dave Brann, November 19, 2014, slightly revised Jan. 8, 2016, August 15, 2019, and Nov. 6, 2019

Thank you all for the hard work you do.

Sincerely
Dave Brann



Kachemak Bay Birders
98398 Bruce St.
Homer, Alaska 99603

November 30, 2019

Dear Homer Planning Commissioners:

Kachemak Bay Birders is an informal organization of Homer area individuals who are interested in birds, birding, and the conservation of birds. We submit these comments on the Conditional Use Permit Application 19-07 primarily because of its negative impact on Homer Spit bird habitat.

While we agree that parking is a problem during peak tourist season in the vicinity of the Homer Port and Harbor, we believe that the proposed parking lot expansion plan is not an adequate or cost-effective solution for this limited three-month use seasonal issue and resulting beach impact. Additionally, the development proposal fails to address the future of sea level rise and storm surge tidal damage that will occur. Our most important objection is that that the proposed project does not comply with Open Space Recreation criteria. We acknowledge that a parking lot at a trailhead, such as the parking lot across from Mud Bay, utilized by many users of the Homer Spit Trail, can be compatible with these criteria. But we believe that the primary users of the proposed parking lot will not be there for recreation purposes. Most users of the existing parking lot visit the nearby restaurants, bars, and shops. Existing parking is more than adequate to serve these recreational users.

We are particularly opposed to Phase 2 of the proposed project, which will permanently alter the grassy beach above the supratidal area. This grassy area is one of the last remaining natural beaches on the outer end of the Spit and provides habitat for some species of songbirds and adds special enjoyment to a walk on the Homer Spit beach. While the project proposers mention their intent to provide access to the tideland, this doesn't recognize that an undisturbed grassy beach in the foreground is also an important part of the view and enjoyment.

We also believe that the city has not adequately explored other questions and options for parking that could be less expensive and have less impact on relatively undisturbed parts of the Homer Spit. Some of these are;

1. During the Nov. 6 public hearing, many suggested using parts of the Spit that are already graded, have gravel, and are less likely to contribute to beach erosion. With better signage and marking, these areas could reduce the parking problem. We request that the City review this testimony.
2. Many comments also pointed out that most of the Spit parking lots do not make effective use of the available parking areas. There is a lot of haphazard parking. Would the placement of concrete bumpers in some areas make better use of space?
3. It appears that there has not been any discussion about the difference between providing parking for only cars and pickups and mixing large RVs that have limited turning ability with other vehicles is poor utilization of parking.
4. How much of the need to provide parking on the Spit is the responsibility of the City of Homer? Many commercial shops have parking.
5. What are the day-use parking plans of Heritage RV Park and other Spit landowners?

If a traffic/parking plan shows a need for the proposed parking expansion at the Memorial then we propose the following:

1. Modification of Phase 1: Improvement of the existing parking lot at the Seafarer's Memorial to make better use of space. This would essentially be a modification of Phase 1 with a slight fill of the existing lot to provide a more squared off lot that would be more suitable for established lanes and designated parking spaces. To make efficient use of the space, this lot should allow only vehicles under a certain size (essentially autos and pickups). The lot should not be paved. Gravel allows better percolation of water and less runoff of vehicle oil, etc. The lot should be ADA compliant, and improvements should include an established walkway to the beach to mitigate pedestrian damage to beach grasses.
2. Deletion of Phase 2.
3. While improvement of the existing parking lot may add parking spaces to this part of the Spit, it would be only a partial solution. Has a comprehensive parking plan for the entire Spit been developed and/or examined?
4. There is a need to develop a parking fee policy. We recommend three zones be established:
 - a. High fees for most convenient parking adjacent to the commercial area on the west side of the harbor. An exception to the fee would be drop-off areas near the ramps.
 - b. Low fees for parking that requires short walks to commercial areas.
 - c. No fee for more remote parking that may require a drop-off.

We commend the Commission for not deciding this issue at its November 6, 2019 meeting; there were too many unresolved issues. We offer this amended plan. Perhaps an altogether new plan is needed that would incorporate elements other than the proposed Seafarer Memorial parking lot.

Sincerely,

Carol Haideag

Kachemak Bay Birders Chair

CC: Parks, Art, Recreation and Cultural Advisory Board

CC: Port and Harbor Commission

Extracts from:

Staff Report 19-85 to Homer Advisory Planning Commission regarding CUP 19-07
Oct, 2, 2019

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

The western 20 feet of the parcel, and the tidelands in front of the parcel (not on the lot itself) are bound by a Land and Water Conservation Fund project. In exchange for funding for the Ramp 2 restrooms, the City agreed to conserve the beach access on the property, and the tidelands seaward of the property line.

Criteria for CUP

b. The proposed use(s) and structure(s) are compatible with the purpose of the zoning district in which the lot is located.

HCC 21.32.010: The purposes of the Open Space – Recreation District are primarily to promote public recreational opportunities while protecting and preserving the natural and scenic resources of the area and public access to tidelands. Generally, pedestrian uses are given priority over motorized uses.

Applicant: The proposed parking area is compatible with the zoning district as it will provide localized parking as well as allow direct access to a city park (Seafarer's Memorial), the beach, and nearby businesses. It is not assumed that the structure will negatively impact adjoining properties, or be out of harmony or proportion in relation to other nearby parking areas.

Finding 2: The purpose of the Open Space – Recreation includes providing for public recreational opportunities and public access to tidelands. The parking lot will provide ease of access to Homer Spit attractions such as the beach and small boat harbor. The pedestrian trail to the beach will enhance beach access opportunities for all users, and is compatible with the purpose of the district.

Analysis: Desirable neighborhood character could be described by a portion of the Purpose statement for the district, to promote public recreation while protecting and preserving the natural and scenic resources of the area and public access to tidelands.

- Public recreation will be promoted by addressing the organization of the parking lot, creation of ADA parking spaces and paved pedestrian pathway to the Seafarer's Memorial and to local businesses. The parking spaces will serve beach visitors, business customers, and harbor users on their way to enjoying Kachemak Bay.
- Public access to tidelands will be preserved and enhanced by the phase two construction of a pathway down to the beach area.
- Full construction of phases one and two will result in the loss of public beach area, particularly with phase two.

Applicant: First and foremost, the special improvements of this project are made with an increase in safety for both pedestrians and vehicles in mind. The new parking lot layout provides controlled points of ingress and egress and removes the need for vehicles to back directly into the on-coming traffic of the Sterling Hwy when trying to exit a parking space. A 10' wide paved pedestrian corridor running down the middle of the parking lot allows connecting pedestrian access between local businesses and the adjacent park, eliminating the need for pedestrian foot traffic along the roadside. The planned 10' wide paved pedestrian corridor will also run alongside 6 new designated handicap spaces allowing people with limited mobility easier access to these same businesses and the public park. With the same public access and enjoyment in mind, an ADA compliant gravel trail will connect the parking area to the public beach recreation area. There is currently no nearby ADA compliant trail that provides access to the base of the natural swale where the beach level begins. The Homer Spit has spectacular vista views from the beach and everyone should have access to enjoy this valuable and beautiful public recreation area. Along this trail, in areas along the pedestrian path, and in the areas surrounding the parking lot, the natural beach grasses that were transplanted at the beginning of the project will be planted back into the landscape. The native beach grass is not only aesthetically pleasing, but has the added benefit of helping with hillslope integrity and preventing erosion. Also, because the native grasses are naturally occurring in the area, it is low maintenance in terms of landscaping when used ornamentally and will create a seamless blended border into the natural areas surrounding and around the project area.

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **October 2019**

<u>Moorage Sales</u>		<u>2019</u>	<u>2018</u>	<u>Stall Wait List</u>		
Daily Transient		147	124	No. on list at Month's End	<u>2019</u>	<u>2018</u>
Monthly Transient		119	124	20' Stall	4	2
Semi-Annual Transient		5	5	24' Stall	53	47
Annual Transient		7	12	32' Stall	114	110
Annual Reserved		124	124	32'A Stall	0	N/A
				40' Stall	47	46
				50' Stall	25	24
				60' Stall	6	7
				75' Stall	4	4
				Total:	253	240
<u>Grid Usage</u>						
1 Unit = 1 Grid Tide Use		<u>2019</u>	<u>2018</u>			
Wood Grid		4	8			
Steel Grid		2	0			
<u>Services & Incidents</u>		<u>2019</u>	<u>2018</u>	<u>Docking & Beach/Barge Use</u>		
Vessels Towed		1	5	1 Unit = 1 or 1/2 Day Use	<u>2019</u>	<u>2018</u>
Vessels Moved		23	13	Deep Water Dock	45	23
Vessels Pumped		6	9	Pioneer Dock	25	28
Vessels Sunk		0	2	Beach Landings	1	3
Vessel Accidents		0	0	Barge Ramp	29	16
Vessel Impounds		0	0			
Equipment Impounds		0	0	<u>Marine Repair Facility</u>	<u>2019</u>	<u>2018</u>
Vehicle Impounds		0	0	Vessels Hauled-Out	1	1
Property Damage		0	0	Year to Date Total	7	9
Pollution Incident		0	1			
Fires Reported/Assists		0	0	<u>Wharfage (in short tons)</u>		
EMT Assists		2	1	In Tons, Converted from Lb./Gal.	<u>2019</u>	<u>2018</u>
Police Assists		0	1	Seafood	134	290
Public Assists		20	12	Cargo/Other	2,363	2,001
Thefts Reported		0	3	Fuel	43,968	25,024
<u>Parking Passes</u>		<u>2019</u>	<u>2018</u>			
Long-term Pass		1	0	<u>Ice Sales</u>	<u>2019</u>	<u>2018</u>
Monthly Long-term Pass		0	0	For the Month of October	162	95
Seasonal Pass		0	0			
				Year to Date Total	2,498	1,944
<u>Crane Hours</u>		<u>2019</u>	<u>2018</u>	<u>Difference between</u>		
		100.3	80.4	<u>2018 YTD and 2019 YTD:</u>	554 tons more	

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **November 2019**

Moorage Sales

	<u>2019</u>	<u>2018</u>
Daily Transient	81	69
Monthly Transient	61	71
Semi-Annual Transient	4	3
Annual Transient	8	8
Annual Reserved	30	51

Grid Usage

1 Unit = 1 Grid Tide Use	<u>2019</u>	<u>2018</u>
Wood Grid	2	1
Steel Grid	3	1

Services & Incidents

	<u>2019</u>	<u>2018</u>
Vessels Towed	2	1
Vessels Moved	5	10
Vessels Pumped	3	1
Vessels Sunk	0	0
Vessel Accidents	1	0
Vessel Impounds	0	2
Equipment Impounds	0	2
Vehicle Impounds	0	0
Property Damage	0	0
Pollution Incident	0	2
Fires Reported/Assists	1	0
EMT Assists	2	1
Police Assists	1	1
Public Assists	13	17
Thefts Reported	0	0

Parking Passes

	<u>2019</u>	<u>2018</u>
Long-term Pass	1	0
Monthly Long-term Pass	0	0
Seasonal Pass	0	0

Crane Hours

<u>2019</u>	<u>2018</u>
45.4	45.4

Stall Wait List

No. on list at Month's End	<u>2019</u>	<u>2018</u>
20' Stall	4	1
24' Stall	53	31
32' Stall	114	85
32' A Stall	0	N/A
40' Stall	47	44
50' Stall	25	22
60' Stall	6	7
75' Stall	4	3
Total:	249	192

Docking & Beach/Barge Use

1 Unit = 1 or 1/2 Day Use	<u>2019</u>	<u>2018</u>
Deep Water Dock	24	28
Pioneer Dock	22	30
Beach Landings	2	3
Barge Ramp	24	19

Marine Repair Facility

	<u>2019</u>	<u>2018</u>
Vessels Hauled-Out	0	1
Year to Date Total	7	10

Wharfage (in short tons)

In Tons, Converted from Lb./Gal.	<u>2019</u>	<u>2018</u>
Seafood	118	219
Cargo/Other	2,738	11
Fuel	*	25,404

* Fuel Wharfage Report not available yet for Nov.

Ice Sales

	<u>2019</u>	<u>2018</u>
For the Month of November	32*	9*
* closed for season		
Year to Date Total	2,530	1,953

Difference between

<u>2018 YTD and 2019 YTD:</u>	<u>577 tons more</u>
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Port & Harbor Water/Sewer Bills

Service Period : October, 2019

Meter Reading Period: 9/16/19-10/10/19

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	\$13.00	\$382.80	\$0.00	\$395.80	926,900	955,900	29,000
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$13.00	\$6,755.76	\$0.00	\$6,768.76	1,445,200	1,559,300	114,100
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$13.00	\$425.04	\$0.00	\$438.04	25,395,800	25,428,000	32,200
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$13.00	\$67.32	\$114.24	\$194.56	527,100	532,200	5,100
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$13.00	\$856.68	\$0.00	\$869.68	3,094,100	3,159,000	64,900
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$13.00	\$323.40	\$0.00	\$336.40	3,822,100	3,846,600	24,500
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$13.00	\$370.92	\$0.00	\$383.92	923,600	941,700	28,100
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$13.00	\$3,021.48	\$0.00	\$3,034.48	10,914,800	11,143,700	228,900
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$6.50	\$0.00	\$0.00	\$6.50	-	-	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$13.00	\$2,067.12	\$271.04	\$2,351.16	870,399,400	870,556,000	156,600
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$13.00	\$51.48	\$87.36	\$151.84	308,500	312,400	3,900
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$13.00	\$426.36	\$0.00	\$439.36	500,300	532,600	32,300
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$13.00	\$34.32	\$58.24	\$105.56	297,300	299,900	2,600
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$13.00	\$40.92	\$69.44	\$123.36	73,000	76,100	3,100
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	\$6.50	\$0.00	\$0.00	\$6.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$13.00	\$22.44	\$38.08	\$73.52	101,900	103,600	1,700
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$13.00	\$31.68	\$34.80	\$79.48	31,500	33,900	2,400
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$13.00	\$33.00	\$36.25	\$82.25	406,400	408,900	2,500
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$13.00	\$171.60	\$0.00	\$184.60	1,298,300	1,311,300	13,000

Overall Charges: \$16,025.77

Overall Water Usage: 744,900

Water/Sewer Monthly Comparison CY 2015 to Current										
	2015		2016		2017		2018		2019	
January	\$2,526.35	183,700	\$1,216.22	68,800	\$2,142.85	122,300	\$1,458.89	83,400	\$1,485.10	79,100
February	\$2,015.14	140,800	\$1,891.14	122,500	\$1,287.76	59,600	\$2,500.97	144,800	\$1,458.19	74,100
March	\$3,339.49	253,700	\$2,341.13	162,300	\$4,076.62	292,100	\$2,271.05	138,300	\$1,809.53	96,700
April	\$4,997.38	467,700	\$3,532.78	256,700	\$1,726.84	113,100	\$2,766.11	272,300	\$4,105.23	206,800
May	\$6,982.27	541,900	\$9,770.89	709,300	\$7,807.49	413,000	\$3,951.58	304,600	\$7,349.43	450,700
June	\$14,116.19	1,134,100	\$21,628.74	1,800,700	\$14,594.69	1,282,900	\$16,995.43	1,349,200	\$11,917.20	756,800
July	\$12,038.01	919,900	\$19,490.97	1,583,400	\$15,450.93	1,152,500	\$18,540.31	1,391,400	\$15,669.89	973,600
August	\$15,033.97	1,197,000	\$22,468.25	2,189,100	\$12,947.70	1,060,600	\$19,055.83	1,449,800	\$23,879.39	1,553,500
September	\$15,661.07	1,307,300	\$19,710.24	1,651,300	\$11,419.68	968,000	\$16,345.46	1,328,800	\$22,850.15	1,425,100
October	\$5,445.90	406,300	\$8,887.32	708,200	\$8,631.96	591,490	\$8,965.86	728,200	\$16,025.77	744,900
November	\$1,917.85	106,100	\$2,582.53	167,600	\$1,852.34	176,000	\$2,967.17	195,100		
December	\$1,284.30	30,100	\$1,154.76	44,900	\$1,051.00	68,600	\$1,294.53	69,100		
YTD Total	\$85,357.92	6,688,600	\$114,674.97	9,464,800	\$82,991.00	5,300,190	\$97,113.19	7,455,000	\$106,549.88	6,361,300

Port & Harbor Water/Sewer Bills

Service Period : November, 2019

Meter Reading Period:10/10/19-11/18/19

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	\$6.50	\$0.00	\$0.00	\$6.50	955,900	955,900	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$13.00	\$0.00	\$0.00	\$13.00	1,957,000	1,957,000	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$6.50	\$0.00	\$0.00	\$6.50	25,428,000	25,428,000	-
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$13.00	\$52.80	\$89.60	\$155.40	532,200	536,200	4,000
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$6.50	\$0.00	\$0.00	\$6.50	3,159,000	3,159,000	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$13.00	\$68.64	\$0.00	\$81.64	3,846,600	3,851,800	5,200
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$13.00	\$0.00	\$0.00	\$13.00	941,700	941,700	-
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$13.00	\$307.56	\$0.00	\$320.56	11,143,700	11,167,000	23,300
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$6.50	\$0.00	\$0.00	\$6.50	-	-	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$13.00	\$3,455.76	\$2,190.72	\$5,659.48	870,556,000	870,817,800	261,800
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$13.00	\$84.48	\$143.36	\$240.84	312,400	318,800	6,400
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$6.50	\$0.00	\$0.00	\$6.50	532,600	532,600	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$13.00	\$56.76	\$96.32	\$166.08	299,900	304,200	4,300
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$13.00	\$31.68	\$53.76	\$98.44	76,100	78,500	2,400
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	\$6.50	\$0.00	\$0.00	\$6.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$13.00	\$31.68	\$53.76	\$98.44	103,600	106,000	2,400
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$13.00	\$36.96	\$40.60	\$90.56	33,900	36,700	2,800
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$13.00	\$38.28	\$42.05	\$93.33	408,900	411,800	2,900
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$13.00	\$308.88	\$0.00	\$321.88	1,311,300	1,334,700	23,400

Overall Charges: **\$7,391.65**

Overall Water Usage: **338,900**

Water/Sewer Monthly Comparison CY 2015 to Current										
	2015		2016		2017		2018		2019	
January	\$2,526.35	183,700	\$1,216.22	68,800	\$2,142.85	122,300	\$1,458.89	83,400	\$1,485.10	79,100
February	\$2,015.14	140,800	\$1,891.14	122,500	\$1,287.76	59,600	\$2,500.97	144,800	\$1,458.19	74,100
March	\$3,339.49	253,700	\$2,341.13	162,300	\$4,076.62	292,100	\$2,271.05	138,300	\$1,809.53	96,700
April	\$4,997.38	467,700	\$3,532.78	256,700	\$1,726.84	113,100	\$2,766.11	272,300	\$4,105.23	206,800
May	\$6,982.27	541,900	\$9,770.89	709,300	\$7,807.49	413,000	\$3,951.58	304,600	\$7,349.43	450,700
June	\$14,116.19	1,134,100	\$21,628.74	1,800,700	\$14,594.69	1,282,900	\$16,995.43	1,349,200	\$11,917.20	756,800
July	\$12,038.01	919,900	\$19,490.97	1,583,400	\$15,450.93	1,152,500	\$18,540.31	1,391,400	\$15,669.89	973,600
August	\$15,033.97	1,197,000	\$22,468.25	2,189,100	\$12,947.70	1,060,600	\$19,055.83	1,449,800	\$23,879.39	1,553,500
September	\$15,661.07	1,307,300	\$19,710.24	1,651,300	\$11,419.68	968,000	\$16,345.46	1,328,800	\$22,850.15	1,425,100
October	\$5,445.90	406,300	\$8,887.32	708,200	\$8,631.96	591,490	\$8,965.86	728,200	\$16,025.77	744,900
November	\$1,917.85	106,100	\$2,582.53	167,600	\$1,852.34	176,000	\$2,967.17	195,100	\$7,391.65	338,900
December	\$1,284.30	30,100	\$1,154.76	44,900	\$1,852.34	68,600	\$1,294.53	69,100		
YTD Total	\$85,357.92	6,688,600	\$114,674.97	9,464,800	\$82,992.56	6,300,190	\$97,113.19	7,455,000	\$113,941.53	6,700,200

2019 Ice & Crane Report						
Date To	Crane Weekly	Crane Month	YTD Crane	Ice Weekly	Ice Month	YTD Ice
1/6/2019	9			shut down for maintenance		
1/13/2019	21.4			shut down for maintenance		
1/20/2019	23.3			shut down for maintenance		
1/27/2019	15.1			shut down for maintenance		
Jan Total		68.8	68.8		0	0
2/3/2019	17.1			shut down for maintenance		
2/10/2019	22.3			shut down for maintenance		
2/17/2019	10.3			shut down for maintenance		
2/24/2019	14.1			shut down for maintenance		
Feb Total		63.8	132.6		0	0
3/3/2019	13.6			shut down for maintenance		
3/10/2019	26.8			0		
3/17/2019	15.5			16		
3/24/2019	12.8			46		
3/31/2019	48.9			45		
Mar Total		117.6	250.2		107	107
4/7/2019	45.6			31		
4/14/2019	23.8			59		
4/21/2019	39.8			38		
4/28/2019	20.1			28		
Apr Total		129.3	379.5		156	263
5/5/2019	29.4			22		
5/12/2019	37.7			56		
5/19/2019	31.3			39		
5/26/2019	47.9			15		
May Total		146.3	525.8		132	395
6/2/2019	52			39		
6/9/2019	76.9			59		
6/16/2019	66.4			43		
6/23/2019	58			92		
6/30/2019	77			96		
Jun Total		330.3	856.1		329	724
7/7/2019	59.6			85		
7/14/2019	59.1			150		
7/21/2019	53.1			157		
7/28/2019	50.1			298		
Jul Total		221.9	1078		690	1414
8/4/2019	51.9			281		
8/11/2019	64.5			127		
8/18/2019	72.4			132		
8/25/2019	63.7			96		
9/1/2019	61.6			73		
Aug Total		314.1	1392.1		709	2123
9/8/2019	34.3			51		
9/15/2019	34.6			43		
9/22/2019	37.2			60		
9/29/2019	21.7			59		
Sep Total		127.8	1519.9		213	2336
10/6/2019	32.9			37		
10/13/2019	35.6			64		
10/20/2019	10.4			26		
10/27/2019	21.4			35		
Oct Total		100.3	1620.2		162	2498
11/3/2019	10.6			12		
11/10/2019	15			17		
11/17/2019	16.1			3		
11/24/2019	2.3			0		
12/1/2019	1.4			shut down for maintenance		
Nov Total		45.4	1665.6		32	2530
12/8/2019				shut down for maintenance		
12/15/2019				shut down for maintenance		
12/22/2019				shut down for maintenance		
12/31/2019				shut down for maintenance		
Dec Total		0	1665.6			

Deep Water Dock 2019

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/25	Perseverance	207	1115/1630	Cispri	788.00	52.00
3/13	Resolution	191	2000/2200	Ocean Marine	506.00	52.00
3/26	Perseverance	207	0015/1420	Cispri	788.00	52.00
3/28	Transporter II /offload	61	1000/1100	Bellamy	338.00	52.00
4/4	Ross Chouest	256	0630/1410	Alyeska Pipe	788.00	52.00
4/7	Ross Chouest	256	1240/	Alyeska Pipe	788.00	52.00
4/8	Ross Chouest	256	1715/	Alyeska Pipe	788.00	52.00
4/8	Norquest	110	1100/1215	SRW /Dfarren	506.00	52.00
4/9	Ross Chouest	256	/0630	Alyeska Pipe	788.00	
4/12	Akemi (for CISPRI)	95	1000/1400	Akemi Group	338.00	52.00
4/15	Polar Cloud INSIDE	130	1100/	Kirby	506.00	52.00
4/15	Kays Point	328	0800/	Kirby	1,005.00	52.00
4/16	Kays Point	328		Kirby	1005.00	
4/16	Polar Cloud INSIDE	130		Kirby	506.00	
4/17	Kays Point	328		Kirby	1,005.00	
4/17	Polar Cloud INSIDE	130		Kirby	506.00	
4/18	Kays Point	328		Kirby	1,005.00	
4/18	Polar Cloud INSIDE	130	/0800	Kirby	506.00	
4/19	Kays Point	328		Kirby	1,005.00	
4/19	Polar Cloud INSIDE	130		Kirby	506.00	
4/20	Kays Point	328		Kirby	1,005.00	
4/20	Polar Cloud INSIDE	130		Kirby	506.00	
4/21	Kays Point	328		Kirby	1,005.00	
4/21	Polar Cloud INSIDE	130		Kirby	506.00	
4/22	Kays Point	328		Kirby	1,005.00	
4/22	Polar Cloud INSIDE	130		Kirby	506.00	
4/23	PolarCloud&Kays Pt	328		Kirby	1,005.00	
4/24	Kays Point	328		Kirby	1,005.00	
4/24	Polar Cloud INSIDE	130	1445/	Kirby	506.00	52.00
4/25	Kays Point	328		Kirby	1,005.00	
4/25	Polar Cloud INSIDE	130		Kirby	506.00	
4/26	Kays Point	328		Kirby	1,005.00	
4/26	Polar Cloud INSIDE	130		Kirby	506.00	
4/27	Kays Point	328		Kirby	1,005.00	
4/27	Polar Cloud INSIDE	130		Kirby	506.00	
4/28	Kays Point	328		Kirby	1,005.00	
4/28	Polar Cloud INSIDE	130		Kirby	506.00	
4/29	Kays Point	328	/1300	Kirby	1,005.00	
4/29	Polar Cloud INSIDE	130	/1050	Kirby	506.00	
4/30	Perseverance	207	0730/1600	Cispri	788.00	52.00
5/7	Arctic Seal TRESTLE	130	0600/1120	Bering Marine	506.00	52.00
5/7	Perseverance	207	0730/1530	Cispri	788.00	52.00
5/8	Woldstad	121	0645/0845	Support Vess	506.00	52.00
5/8	Peregrine	89	1215/1530	Jeff Johnson	338.00	52.00
5/9	Perseverance	207	0830/	Cispri	788	52.00
5/9	Endeavor	181	0900/	Cispri	nc RAFTED	
5/10	Perseverance	207	/1810	Cispri	788.00	
5/10	Endeavor	181	/0745	Cispri	nc RAFTED	
5/10	Endeavor INSIDE	181	0800/1430	Cispri	506.00	52.00
5/15	Maasdam	720	0700/1745	Holland Amer	5119.00	481.53
5/16	Polar Cloud & Kays Pt	328	0817/1815	Kirby Offshore	1,005.00	52.00
5/21	Star Legend	443	0630/1400	Cruise Line	1,490.00	481.53
5/21	Kays Pt	328	1615/	Kirby Offshore	1,005.00	52.00
5/22	Kays Pt	328		Kirby Offshore	1,005.00	
5/23	Kays Pt & Polar Cloud	328		Kirby Offshore	1,005.00	
5/24	Kays Pt & Polar Cloud	328		Kirby Offshore	1,005.00	
5/24	Azamara Quest	549	0745/	Cruise Line	2,154.00	481.53
5/26	Silver Muse	698	0745/1700	Cruise Line	4,420.00	481.53

6/4	Seven Seas Mariner	709	0700/1700	Cruise Line Ag	5,119.00	481.53
6/5	Maasdam	720	0745/1750	Holland Am	5,119.00	481.53
6/11	Amsterdam	781	0730/1800	Holland Am	7,459.00	481.53
6/12	Jovalan barge	300	1530/	Cispri	788.00	52.00
6/13	Jovalan barge	300	/1545	Cispri	788.00	
6/25	Amsterdam	781	0800/1800	Holland Am	7,459.00	481.53
6/26	Maasdam	720	0800/1800	Holland Am	5,119.00	481.53
7/16	Jovalon barge	300	0900/	Cispri	788.00	52.00
7/17	Jovalon barge	300		Cispri	788.00	
7/18	Jovalon barge	300		Cispri	788.00	
7/19	Jovalon barge	300	/1845	Cispri	788.00	
7/23	Amsterdam	781	0730/1800	Holland Amer	7,459.00	481.53
8/6	Amsterdam	781	0730/1745	Holland Amer	7,459.00	481.53
8/11	Pacific Wolf & DBL 55	395	2209/	Kirby Offshore	1,206.00	52.00
8/12	Pacific Wolf & DBL 55	395		Kirby Offshore	1,206.00	
8/13	Pacific Wolf & DBL 55	395		Kirby Offshore	1,206.00	
8/13	Peregrine	89	1130/1715	Jeff Johnson	338.00	52.00
8/14	Pacific Wolf & DBL 55	395		Kirby Offshore	1,206.00	
8/15	Pacific Wolf & DBL 55	395		Kirby Offshore	1,206.00	
8/16	Pacific Wolf & DBL 55	395		Kirby Offshore	1,206.00	
8/17	Pacific Wolf & DBL 55	395	/1950	Kirby Offshore	1,206.00	
8/20	Amsterdam	781	0800/1800	Holland Amer	7,459.00	481.53
8/28	Endeavor	181	0820/	Cispri	506.00	52.00
8/29	Endeavor	181		Cispri	506.00	
8/30	Endeavor	181	/2010	Cispri	506.00	
9/3	Amsterdam	781	0745/1745	Holland Am	7,459.00	481.53
9/10	Polarcus Alima	302	0700/1200	AK Maritime	1,005.00	52.00
9/13	Camai INSIDE	115	/2240	Pitzman, Ian	506.00	52.00
9/17	Amsterdam	781	0730/1800	Holland Am	7,459.00	481.53
9/19	Barge Jovalan	300	0730/1330	Cispri	788.00	52.00
9/30	Perseverance	207	0830/1200	Cispri	788.00	52.00
10/2	Endeavor	181	0800/	Cispri	506.00	52.00
10/3	Endeavor	181	/1020	Cispri	506.00	
10/3	Sovereign	180	0800/1100	Ocean Marine	506.00	52.00
10/4	Titan	160	0200/0800	Ocean Marine	506.00	52.00
10/5	Sovereign	180	/0915	Ocean Marine	506.00	52.00
10/7	Endeavor	181	0745/	Cispri	506.00	52.00
10/7	Sovereign	180	0000/1125	Ocean Marine	506.00	52.00
10/8	Endeavor	181	/0930	Cispri	506.00	
10/8	Responder barge	175	1145/	Cispri	506.00	52.00
10/8	Titan	160	0400/1030	Ocean Marine	506.00	52.00
10/9	Responder barge	175		Cispri	506.00	52.00
10/9	Perseverance	207	1030/1350	Cispri	788.00	52.00
10/10	Responder barge	175	/1330	Cispri	506.00	
10/17	Barge 141	300	1030/	Cispri	788.00	52.00
10/18	Barge 141	300	/1215	Cispri	788.00	
10/21	Endeavor	181	1130/120	Cispri	506.00	52.00
10/24	Togiak Trader	230	1015/1230	Togiak Trader	788.00	52.00
10/25	Marie H	119	1400/	Boyer Towing	506.00	52.00
10/26	Marie H	119	/0500	Boyer Towing	506.00	
10/27	Marie H	119		Boyer Towing	506.00	
10/28	Marie H	119	/1210	Boyer Towing	506.00	
10/29	Jovalan Barge	300	1530/	Cispri	788.00	52.00
10/30	Jovalan Barge	300	/1700	Cispri	788.00	
11/18	Endeavor	181	0915/	CISPRI	506.00	52.00
11/18	Anna T	105	0345/	AMAK	506.00	52.00
11/19	Endeavor	181		CISPRI	506.00	
11/19	Anna T	105		Amak Towing	506.00	
11/20	Perseverance	207	0600/	CISPRI	788.00	52.00
11/20	Anna T	105		Amak Towing	506.00	
11/20	Endeavor	181	/1630	CISPRI	506.00	

11/21	Perseverance	207	/1800	CISPRI	788.00	
11/21	Anna T	105	/0600	Amak Towing	chrgd below	
11/21	Anna T	105	2215/	Amak Towing	506.00	52.00
11/22	Anna T	105	/2200	Amak Towing	506.00	
11/28	Pacific Wolf & DBL 55	395	1100/	Kirby Offshore	1,206.00	52.00
11/29	Pacific Wolf & DBL 55	395	/2100	Kirby Offshore	1,206.00	
12/04/19				Year to Date Totals:	\$158,840.00	\$9,341.42

Pioneer Dock 2019

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/9	Kays Pt (Polar Cloud)	328	1930/	Kirby Offshore	1,005.00	52.00
1/10	Kays Pt (Polar Cloud)	328	/0630	Kirby Offshore	1,005.00	
1/17	Bob Franco	120	1230/1500	Olympic Tug	506.00	52.00
2/1	Kays Pt (Polar Cloud)	328	0745/1615	Kirby Offshore	1,005.00	52.00
2/21	Perseverance	207	1000/1600	Cispri	788.00	52.00
2/27	Kays Pt (Polar Cloud)	328	1200/2130	Kirby Offshore	1,005.00	52.00
3/1	Kays Pt (Polar Cloud)	328	0830/1200	Kirby Offshore	1,005.00	52.00
3/28	Kays Pt (Polar Cloud)	328	0045/1100	Kirby Offshore	1,005.00	52.00
4/1	Perseverance	207	0755/1330	Cispri	788.00	52.00
4/5	Polar Cloud & Kays Pt	328	1330/	Kirby	1,005.00	52.00
4/6	Kays Pt	328	/1200	Kirby	1,005.00	
4/14	Polar Cloud & Kays Pt	328	1400/	Kirby	1,005.00	52.00
4/16	PacWolf & DBL 55	395	0700/1715	Kirby	1,206.00	52.00
4/24	Polar Cloud	130	0800/1200	Kirby	506.00	52.00
5/6	Pacific Wolf & DBL 55	395	0110/	Kirby Offshore	1,206.00	52.00
5/7	Pacific Wolf & DBL 55	395	/1330	Kirby Offshore	1,206.00	
5/7	Bob Franco	120	1345/1630	Olympic	506.00	52.00
5/15	Pacific Wolf & DBL 55	395	0800/1820	Kirby Offshore	1,206.00	52.00
5/19	Pacific Wolf & DBL 55	395	1315/1730	Kirby Offshore	1,206.00	52.00
5/27	Pacific Wolf & DBL 55	395	1145/1715	Kirby Offshore	1,206.00	\$52.00
6/5	Ari Cruz	80	1410/1900	Cruz Marine	338.00	52.00
6/10	Pacific Wolf & DBL55	395	0015/1530	Kirby offshore	1,206.00	52.00
6/19	Pacific Wolf & DBL55	395	0745/1300	Kirby offshore	1,206.00	52.00
6/29	Pacific Wolf & DBL55	395	1115/1710	Kirby offshore	1,206.00	52.00
7/6	Billie H	95	0900/1145	Boyer Towing	338.00	52.00
7/18	Pacific Wolf & DBL 55	395	0600/1330	Kirby Offshore	1,206.00	52.00
7/25	Bob Franco	120	2345/	Olympic	506.00	52.00
7/28	Pacific Wolf & DBL 55	395	0400/1445	Kirby Offshore	1,206.00	52.00
8/18	Pacific Wolf&DBL 55	395	1345/1715	Kirby Offshore	1206.00	52.00
8/19	Pacific Star	162	0815/1645	Silver Bay	506.00	52.00
8/29	Perseverance	207	0900/1800	Cispri	788.00	52.00
9/4	Pacific Wolf & DBL 55	395	2000/	Kirby Offshore	1,206.00	52.00
9/5	Pacific Wolf & DBL 55	395	/1100	Kirby Offshore	1,206.00	
9/6	Pacific Wolf & DBL 55	395	2155/	Kirby Offshore	1206.00	52.00
9/9	Polarcus Alima	302	1300/	AK Maritime	1,005.00	52.00
9/10	Polarcus Alima	302	0700/1200	AK Maritime	1,005.00	52.00
9/28	Pacific Wolf & DBL 55	395	1050/2000	Kirby Offshore	1,206.00	\$52.00
10/4	Titan	160	0805/1045	Ocean Marine	506.00	52.00
10/5	Sovereign	180	0930/1130	Ocean Marine	506.00	52.00
10/7	Pacific Wolf&DBL55	395	1045/1730	Kirby Offshore	1206.00	52.00
10/8	Titan	160	0000/0331	Ocean Marine	506.00	52.00
10/18	Polarcus Alima	302	0700/1930	AK Maritime	1,005.00	52.00
10/20	Pacific Wolf&DBL55	395	1800/	Kirby Offshore	1,206.00	52.00
10/29	Sam M Taalak	147	1400/	Qayaq Marine	506.00	\$52.00
10/30	Sam M Taalak	147	/0630	Qayaq Marine	506.00	
10/30	Greta	150	0710/1430	Bering Marine	506.00	\$52.00
11/6	Pacific Wolf & DBL 55	395	1330/1630	Kirby Offshore	1,206.00	52.00
11/12	Pacific Wolf & DBL 55	395	1145/1630	Kirby Offshore	1,206.00	52.00
11/15	Pacific Wolf & DBL 55	395	1000/1830	Kirby Offshore	1,206.00	52.00
12/04/19				Year to Date Totals:	\$45,992.00	\$2,288.00

Ferry Landings 2019

	Pioneer Dock	Deep Water Dock
January	21	0
February	11	0
March	0	0
April	6	0
May	15	0

June	23	0
July	16	0
August	16	0
September	22	
October	18	
November	15	
December		

Pioneer Dock - 2019 Water Usage							Deep Water Dock - 2019 Water Usage						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
1/2	Tustumena	3,536,300	3,549,000	12,700	\$ 492.89	\$ 102.00	1/3	Bob Franco	10,197,000	10,200,900	3,900	\$ 194.05	\$ 102.00
1/9	Polar Cloud	3,549,010	3,555,900	6,890	\$ 267.40	\$ 102.00	1/17	Bob Franco	10,200,900	10,202,600	1,700	\$ 194.05	\$ 102.00
2/1	Polar Cloud	665925	666525	600	\$ 194.05	\$ 102.00	1/26	Bob Franco	10,203,000	10,205,500	2,500	\$ 194.05	\$ 102.00
2/14	Tustumena	3555900	3564170	8,270	\$ 320.96	\$ 102.00	2/22	Bob Franco	10,205,490	10,211,360	5,870	\$ 227.81	\$ 102.00
3/1	Polar Cloud	3564100	3566400	2,300	\$ 194.05	\$ 102.00	3/2	Bob Franco	10,211,800	10,213,770	1,970	\$ 194.05	\$ 102.00
3/6	wash down	3566450	3569220	2,770	nc		3/17	Bob Franco	10,214,500	10,218,800	4,300	\$ 194.05	\$ 102.00
3/6	wash down	666527	668199	1,672	nc		4/4	Bob Franco	10,217,810	10,223,880	6,070	\$235.58	\$ 102.00
3/28	Polar Cloud	3569220	3573000	3,780	\$ 194.05	\$ 102.00	4/19	Polar Cloud			250	nc per MC	
4/4	Polar Cloud	668100	670714	2,614	\$ 194.05	\$ 102.00	4/23	Bob Franco	10,223,100	10,228,800	5,700	\$221.22	\$ 102.00
4/16	Pacific Wolf	674200	676410	2,210	\$ 194.05	\$ 102.00	4/27	Polar Cloud	10,228,830	10,230,300	1,470	\$194.05	\$ 102.00
5/12	Tustumena	3609830	3624000	14,170	\$ 549.94	\$ 102.00	4/30	Bob Franco	10,230,000	10,232,000	2,000	\$194.05	\$ 102.00
5/19	Pacific Wolf	714800	716000	1,200	\$ 194.05	\$ 102.00	5/29	wash down	10,232,000	10,235,000	3,000	nc	
5/27	Pacific Wolf	3640135	3641100	965	\$ 194.05	\$ 102.00	5/16	Polar Cloud	10,235,020	10,236,200	1,180	\$194.05	\$ 102.00
6/19	Pacific Wolf	3672600	3674045	1,445	\$ 194.05	\$ 102.00	5/19	Bob Franco	10,236,000	10,241,000	5,000	\$194.05	\$ 102.00
6/29	Pacific Wolf	3689210	3691500	2,290	\$ 194.05	\$ 102.00	5/23	wash down	10241000	10242400	1400	nc	
7/18	Pacific Wolf	3720500	3722110	1,610	\$ 194.05	\$ 102.00	5/23	Polar Cloud	10,242,400	10,244,000	1,600	\$194.05	\$ 102.00
7/28	Pacific Wolf	3735660	3737800	2,140	\$ 194.05	\$ 102.00	5/26	Silver Muse	10,244,600	10,330,000	85,400	\$3,314.37	\$ 102.00
9/4	Pacific Wolf	3805700	3807500	1,800	\$ 194.05	\$ 102.00	6/3	wash down	10,330,000	10,333,000	3,000	NC	
9/9	Polarcus Alima	873645	905470	31,825	\$ 1,235.13	\$ 102.00	6/4	Seven Seas Marin	10,334,000	10,401,000	67,000	\$2,600.27	\$ 102.00
9/28	Pacific Wolf	933190	936800	3,610	\$ 140.10	\$ 102.00	6/10	wash down	10,401,000	10,402,000	1,000	nc	
10/7	Pacific Wolf	938715	941783	3,068	\$ 194.05	\$ 102.00	6/15	Bob Franco	10,402,300	10,407,800	5,500	\$213.46	\$ 102.00
10/29	Sam M Taalak	3846620	3849213	2,593	\$ 194.05	\$ 102.00	6/25	wash down	10,408,000	10,410,000	2,000	nc	
10/30	Greta	3849210	3851800	2,590	\$ 194.05	\$ 102.00	6/25	Amsterdam	10,410,000	10,501,000	91,000	\$3,531.71	\$ 102.00
							6/30	Bob Franco	10,501,000	10,505,000	4,000	\$194.05	\$ 102.00
							7/9	Bob Franco	10,505,400	10,507,200	1,800	\$194.05	\$ 102.00
							7/23	wash down	10,508,000	10,510,000	2,000	nc	
							7/27	Bob Franco	10,510,030	10,514,600	4,570	\$194.05	\$ 102.00
							8/6	Amsterdam	10,516,000	10,589,000	73,000	\$2,833.13	\$ 102.00
							8/19	Bob Franco	10,589,400	10,593,000	3,600	\$ 194.05	\$ 102.00
							8/19	wash down	10,593,000	10,596,000	3,000	nc	
							8/20	Amsterdam	10,596,000	10,688,000	92,000	\$ 3,570.52	\$ 102.00
							8/27	Bob Franco	10,688,000	10,690,000	2,000	\$ 194.05	\$ 102.00
							8/29	Endeavor	10,690,250	10,818,850	128,600	\$ 4,990.97	\$ 102.00
							9/3	Amsterdam	10,819,000	10,915,000	96,000	\$ 3,725.76	\$ 102.00
							9/16	wash down	10,915,300	10,915,900	600	nc	
							9/17	Amsterdam	10,915,900	11,001,500	85,600	\$ 3,322.14	\$ 102.00
							9/25	Bob Franco	11,001,500	11,006,500	5,000	\$ 194.05	\$ 102.00
							10/3	Sovereign	11,006,000	11,017,000	11,000	\$ 426.91	\$ 102.00
							10/4	Titan	11,017,450	11,050,750	33,300	\$ 1,292.37	\$ 102.00
							10/5	Sovereign	11,050,750	11,063,080	12,330	\$ 478.53	\$ 102.00
							10/7	Sovereign	11,063,100	11,096,075	32,975	\$ 1,279.76	\$ 102.00
							10/8	Titan	11,096,075	11,134,000	37,925	\$ 1,471.87	\$ 102.00
							10/8	Bob Franco	11,134,000	11,143,730	9,730	\$ 377.62	\$ 102.00
							10/14	Bob Franco	11,143,200	11,145,750	2,550		
							10/21	Bob Franco	11,145,770	11,148,150	2,380	\$ 194.05	\$ 102.00
							10/25	Marie H	11,148,150	11,150,470	2,320	\$ 194.05	\$ 102.00
							10/25	Bob Franco	11,150,470	11,151,510	1,040	\$ 194.05	\$ 102.00
							10/30	Endeavor	11,151,000	11,167,100	16,100	\$ 624.84	\$ 102.00
							11/19	Endeavor	11,167,100	11,269,270	102,170	\$ 3,965.22	\$ 102.00
							11/28	Pacific Wolf	11,269,260	11,271,000	1,740	\$ 194.05	\$ 102.00
Year to Date Totals:				113,112	\$ 5,917.17	\$ 2,142.00	Year to Date Totals:				1,056,170	\$ 42,585.06	\$ 4,080.00
Notes:							Notes:						
Washing down dock results in missing begin/end reads							Washing down dock results in missing begin/end reads						
\$194.05 Min Charge							\$194.05 Min Charge						
\$102.00 CONX							\$102.00 CONX						

Port & Harbor Advisory Commission 2020 Meeting Calendar

	MEETING	AGENDA DEADLINE	ANNUAL TOPICS/EVENTS
JANUARY	5:00 p.m. Wednesday, January 22	5:00 p.m. Wednesday, January 15	Appointment/Reappointment Applications Due
FEBRUARY	5:00 p.m. Wednesday, February 26	5:00 p.m. Wednesday, February 19	Terms Expire February 1 st Election of Chair & Vice Chair
MARCH	5:00 p.m. Wednesday, March 25	5:00 p.m. Wednesday, March 18	
APRIL	5:00 p.m. Wednesday, April 22	5:00 p.m. Wednesday, April 15	Review of Strategic Plan/Goals & Commission's Policies
MAY	6:00 p.m. Wednesday, May 27	5:00 p.m. Wednesday, May 20	
JUNE	6:00 p.m. Wednesday, June 24	5:00 p.m. Wednesday, June 17	City Budget Review/Develop Requests
JULY	6:00 p.m. Wednesday, July 22	5:00 p.m. Wednesday, July 15	
AUGUST	6:00 p.m. Wednesday, August 26	5:00 p.m. Wednesday, August 19	Capital Improvement Plan Review
SEPTEMBER	5:00 p.m. Wednesday, September 23	5:00 p.m. Wednesday, September 16	
OCTOBER	5:00 p.m. Wednesday, October 28	5:00 p.m. Wednesday, October 21	Land Allocation Plan Review AAHPA Conference
NOVEMBER	No Meeting		Seattle Fish Expo
DECEMBER	5:00 p.m. Wednesday, December 9	5:00 p.m. Wednesday, December 2	

**2020 HOMER CITY COUNCIL MEETINGS
ADVISORY COMMISSION/ 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 2020 meeting dates for City Council is as follows:

January 13, 27	_____
February 10, 24	_____
March 9, 23*	_____
April 13, 27	_____
May 11, 26*	_____
June 8, 22	_____
July 27**	_____
August 10, 24	_____
September 14, 28	_____
October 12, 26	_____
November 23**	_____
December 14, 21****	_____

City Council's Regular Committee of the Whole Meeting at 5:00 pm to no later than 5:50 pm prior to every Regular Meeting which are held the second and fourth Monday of each month at 6:00 pm.

*Tuesday meeting due to Memorial Day/Seward's Day.

** There will be no first regular meeting in July or November.

***Council traditionally reschedules regular meetings that fall on holidays or high school graduation days, for the following Tuesday.

****Council traditionally cancels the last regular meeting in December and holds the first regular meeting and one to two special meetings as needed. Generally the second special meeting in the third week of December will not be held.