



## Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

# City of Homer Agenda

## Port & Harbor Advisory Commission Regular Meeting

Wednesday, October 23, 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 September 25, 2019

**Page 3**

**VISITORS / PRESENTATIONS**

**STAFF & COUNCIL REPORT / COMMITTEE REPORTS**

A. Port & Harbor Staff Report for October 2019

**Page 7**

i. 2019 AAHPA Certificate of Training for Bryan Hawkins

**Page 11**

B. Homer Marine Trades Association Report

**PUBLIC HEARING**

**PENDING BUSINESS**

**NEW 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. Meeting Schedule for 2020

**Page 39**

i. Draft Resolution 19-XXX Adopting 2020 Meeting Schedule

**Page 41**

C. Seafarer's Memorial Parking Expansion & Spit Parking Plan

**Page 45**

i. Seafarer's Memorial Parking CUP 19-07

**Page 47**

ii. Planning Commission 10/2/19 Meeting Minutes Excerpts Re: Seafarer Parking Expansion CUP 19-07 Application	<b>Page 79</b>
iii. 2018 Comprehensive Plan: Chapter 5 Transportation	<b>Page 85</b>
iv. 2011 Homer Spit Comprehensive Plan	<b>Page 97</b>
v. 2011 Homer Spit Comprehensive Plan Maps	<b>Page 143</b>
vi. 2019 Summer Photos of Homer Spit Parking Areas	<b>Page 147</b>
vii. 2019 Parking Revenue Statistics	<b>Page 153</b>

## **INFORMATIONAL MATERIALS**

<a href="#"><u>A.</u></a> Port & Harbor Monthly Statistical Report for September 2019	<b>Page 157</b>
<a href="#"><u>B.</u></a> Water/Sewer Bills Report for September 2019	<b>Page 159</b>
<a href="#"><u>C.</u></a> Crane & Ice Report	<b>Page 161</b>
<a href="#"><u>D.</u></a> Dock Activity Reports	<b>Page 163</b>
<a href="#"><u>E.</u></a> PHC 2019 Meeting Calendar	<b>Page 167</b>
<a href="#"><u>F.</u></a> Commissioner Attendance at 2019 City Council Meetings	<b>Page 169</b>

## **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, DECEMBER 11, 2019 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 19-10, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Vice Chair Catherine Ulmer at 5:10 p.m. on September 25, 2019 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS ULMER, ZEISET, HARTLEY, DONICH, AND CARROLL

ABSENT: COMMISSIONERS STOCKBURGER AND ZIMMERMAN (excused)

STAFF: PORT DIRECTOR/HARBORMASTER HAWKINS  
DEPUTY CITY CLERK TUSSEY

### **AGENDA APPROVAL**

Vice Chair Ulmer called for a motion to approve the agenda.

CARROLL/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**

### **RECONSIDERATION**

### **APPROVAL OF MINUTES**

A. Regular Meeting Minutes for August 28, 2019

Vice Chair Ulmer asked for a motion to approve the meeting minutes.

HARTLEY/ZEISET MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

### **VISITORS/PRESENTATIONS**

A. Elizabeth Walton, Finance Director - Presentation on Homer Port & Harbor Fund Balance

Vice Chair Ulmer introduced Elizabeth Walton, Finance Director, who was present to give a presentation on the Homer Port and Harbor Fund Balance.

Ms. Walton gave her presentation on the Port and Harbor's enterprise fund, specifically noting what a fund balance is, what it is intended for, and how it works with current assets/liabilities. She explained one of the goals of their research work over the past year was to figure out what is the metric for comparing the Port and Harbor's actual revenue vs. expenditures since no one individual finance statement will give a complete picture. She referenced the financial numbers in her provided draft statements to show how the funds are related to each other, what it was they found during the auditing process, and what it all means.

Ms. Walton responded to questions from commissioners and Port Director Hawkins, noting that her research into the fund balance dates back to 1999 and that the trends show we aren't severely broke, but the harbor operations is consistently maintaining status quo. It was pointed out that the harbor essentially started with a deficit from when it was transferred over from the State and over the years we haven't done anything to get better and nothing to make it worse, just hovering around the same level. Ms. Walton said we should be making active decisions to not over spend and improve our cash balance.

Mr. Hawkins noted that one big take-away from this research project was that we shouldn't have been including the windfall years into the year-to-year budget average but should set them aside, such as when the oil rig was at the dock. Ms. Walton supported those statements, explaining that we need to remove those windfalls from the metric so they don't skew the actuals.

Ms. Walton addressed ways of moving forward and provided ideas for the commission to consider:

- Actively managing the fund: being engaged, having the conversation, and asking questions.
- Frequent monitoring of cash: did we meet our projections?
- Discussions at year end to evaluate how the fund fared throughout the year and make adjustments as necessary: decide if there is/is not windfall money to be transferred to reserves.
- Remaining engaged throughout the year on Port and Harbor spending trends.

Vice Chair Ulmer asked what the commission can do. Discussion ensued on the best timeline for reviewing the funds, taking into consideration that budget decisions need to be made within that fiscal year but the finalized audit numbers aren't available until the following year. Ms. Walton explained how that process works and that staff is still figuring out when the best time would be to review this information when deciding how much should be transferred over to reserves. It was understood that the commission having a quarterly review of the budget would be most beneficial.

Ms. Walton and Mr. Hawkins facilitated extensive discussion with the commission on the funding and budget process, and how we can find solutions moving forward to make better decisions. Mr. Hawkins reiterated the financial needs that will be coming up to match Corps of Engineer funds for the Large Vessel Port Expansion design phase. Commissioner Carroll brought up the subject of a travel lift being included in that project. In response, Commissioner Zeiset requested that the subject of private industry running a travel lift on the Spit be on the October agenda.



The commission thanked Ms. Walton for all her work and asked that she present again in the future to help the commission stay on track with budget solutions.

### **STAFF & COUNCIL REPORT/COMMITTEE REPORTS**

#### **A. Port & Harbor Staff Report for September 2019**

Port Director Hawkins reviewed his staff report and facilitated discussion with the commission on a visitation of the Polarcus survey ship Alima and history of the harbor budget/rate structure and the current goal of balancing the budget. He referenced the staff report on the following:

- Notable events throughout August/September, specifically high number of EMS calls
- Ice Plant staff resolving a very small ammonia leak
- Harbor staff's efforts to clear out nesting seagulls from System 5
- Maintenance staff installing a tide gauge at the Load and Launch Ramp
- Diversity and likelihood of Homer being a major destination for cruise ships

#### **B. Homer Marine Trades Association Report**

Commissioner Zeiset reported that that HMTA annual meeting is September 26<sup>th</sup> in the Mercantile Building at 6:00 p.m. He explained that it's a great opportunity to learn more about the association. The regular meeting portion will include rewarding a Homer High school student a welding scholarship.

### **PUBLIC HEARING**

### **PENDING BUSINESS**

### **NEW BUSINESS**

### **INFORMATIONAL MATERIALS**

- A. Resolution 19-052 Fee Amendment for Barge Ramp Use by Small Vessels
- B. Port & Harbor Monthly Statistical Report for August 2019
- C. Water/Sewer Bills Report for August 2019
- D. Crane & Ice Report
- E. Dock Activity Reports
- F. PHC 2019 Meeting Calendar
- G. Commissioner Attendance at 2019 City Council Meetings

Vice Chair Ulmer noted that Commissioner Zeiset is scheduled to report at the City Council meetings in October.

### **COMMENTS OF THE AUDIENCE**

### **COMMENTS OF THE CITY STAFF**

Deputy City Clerk Tussey had no comments.

Port Director Hawkins referenced the Planning Commission's Public Hearing Notice on the Conditional Use Permit to expand the Seafarer's Memorial Parking Lot that was provided as a laydown. The meeting will be on October 2<sup>nd</sup> at 6:30 p.m. and he encouraged the commissioners to attend to voice their support for the project. The commission held brief discussion regarding the project and asked staff to include parking on the October agenda.

Mr. Hawkins also noted that the Kupreanof has been abandoned and harbor staff is keeping it afloat. He explained the situation and that he will likely bring back to the commission options to review to resolve the issue.

#### **COMMENTS OF THE CITY COUNCILMEMBER**

#### **COMMENTS OF THE CHAIR**

Vice Chair Ulmer noted it was a good meeting and voiced her appreciation for Finance Director Walton's presentation.

#### **COMMENTS OF THE COMMISSION**

Commissioner Carroll shared an anecdotal fishing story about the value of having a person to help with tracking finances.

Commissioner Donich commented on a good meeting. He also shared at the beginning of October the North Pacific Fisheries Association is having a meeting at Land's End and an advisory panel at Best Western regarding fishing regulations.

Commissioner Hartley noted it was a good meeting.

Commissioner Zeiset opined that if they stay diligent with the budget that they can work through this, and that he really appreciates Ms. Walton's assistance.

#### **ADJOURNMENT**

There being no further business to come before the Commission the meeting adjourned at 6:56 p.m. The next regular meeting is scheduled for Wednesday, October 23, 2019 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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RACHEL TUSSEY, DEPUTY CITY CLERK I

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



## OCTOBER 2019 PORT & HARBOR STAFF REPORT

### **1. Administration**

Staff met with:

- Homer Marine Trades Association- Annual Meeting
- AAHPA members and public(Juneau) - Alaska Association of Harbormasters and Port Directors annual conference
- Al Gross, Independent U.S. Senate candidate- Harbor operations director's tour
- Carey Meyer, Public Works- budget/project review
- AAHPA (teleconference)- monthly meeting
- Ann Robertson, Aide to U.S. Senator Lisa Murkowski- Harbor operations director's tour with focus on fisheries and maritime issues
- Julie Anderson, USACE- Regarding Homer Spit Erosion

This year's AAHPA conference covered topics on port planning, budget funding and grants, tourism, seismic resilience and tsunamis, clean harbors, and a host of others. Attendees and presenters included AAHPA members, the Army Corps of Engineers, AK DOT, USCG, and staff from the Legislature. Several private business professionals and consultants were also in attendance, including but not limited to, engineering firms, cruise ship lines and other design/transportation agencies. Overall, it was a great resource for collaborative planning and the sharing of new ideas for moving forward. (See attached for the trainings and talks Homer was able to attend)

### **2. Operations**

The months of September and October presented the transition into Fall operations and Winter preparation. With the return of the salmon tender fleet concluding by mid-September, operations staff continued to focus efforts on maximum efficient use of space through vessel-raft consolidation in transient moorage locations supporting the commercial fleet. The final cruise ship landing for 2019 was conducted on September 17<sup>th</sup>. Operations staff removed a significant amount of debris from the water associated with high tides and wind events in late September. Potable water supply to the small boat harbor and fish cleaning stations was shut off and winterized during the first week of October. Float systems were cleared of obstructions in preparation for snow removal. On October 2<sup>nd</sup>, the land supporting the Pier 1 Theatre campground was re-purposed to the Marine Repair Facility. Finally, October 15<sup>th</sup> designated the conclusion of fee collection at the L&L ramp and the commencement of the winter metered shore power electricity program.

The following vessels conducted landings at the P/D and D/W/D: Kennicott, Tustumena, Bob Franco, Amsterdam, Pacific Wolf & DBL55, CISPRI Perseverance & Barge Jovalan, CISPRI Endeavor, OMSI's Titan and Perseverance. On an important note, the dock at OSK-Nikiski suffered damage during a storm on October 2<sup>nd</sup> rendering it temporarily out of commission. Operations staff worked closely with OMSI and Hillcorp on short notice to facilitate multiple supply vessel landings at the D/W/D and P/D between 10/3 and 10/8.

The following vessels conducted landings at the barge ramp, beach landing and MRF: Helenka B, Polar Bear, John Calvin, Tranporter II, numerous small commercial landing crafts, the Akemi, and the Bering Sea.

Harbor officer, Mike Lowe, was awarded the 2019 Homer port & harbor employee of the year award at the 2019 AAHPA conference in Juneau. It was presented by Bryan Hawkins during the conference banquet in honor of officer Lowe's outstanding job performance.

Annual harbor maintenance dredging was completed on September 15<sup>th</sup>.

Operations staff conducted eleven vessel tows during the month. Notable tows included two, 100' crabber tenders and a disabled 70' passenger vessel/mail boat received outside the harbor entrance and returned to its stall.

Parking enforcement officers Focht and Ryckman completed their final days of work on September 27<sup>th</sup>.

Harbor assistants Cashman, Rauh, and Foster completed their final days of work on October 15<sup>th</sup>.

The following notable events occurred over the month:

- On 9/17, the deputy harbormaster inserted a tapered plug into a through-hull fitting aboard a 38' commercial fishing vessel to prevent further flooding.
- On 9/18, a harbor officer assisted the USACE with dredge sample collections.
- On 9/19, the camel fenders supporting cruise ship landings at the D/W/D were removed from their moorings in the harbor.
- On 9/23, operations staff responded to an EMS call to Land's End involving a 65 year old male suffering from abdominal pain.
- On 9/24, operations staff impounded two generator/heater trailer units abandoned on the port facility.
- On 9/24, harbor officers responded to an EMS call to the Salty Dawg involving a 68 year old male complaining of chest pain.
- On 9/25, operations staff provided MSD Homer a shipboard tour and inspection of the F/V Kupreanof.
- On 9/28, a graveyard shift harbor officer assisted in the retrieval and extrication of an intoxicated male who fell into the harbor.
- On 9/30, harbor officers retrieved a 12' X 75' section of plastic fence material that drifted into the entrance of the harbor.
- On 10/10, an inflatable bladder exploded while being utilized in vessel haul-out/ blocking operations at the Large Vessel Marine Repair Facility. There was no associated injury or property damage. An incident safety review was conducted with the owner/operator of the haul-out equipment.
- On 10/14, harbor operations retrieved and extricated a 70 year old female who fell into the harbor on T float.

### **3. Ice Plant**

Activity on the Fish Dock was unusually busy this month. As a result, we've now had the best season for ice sales since 2013. Since the last report we:

- found that pesky ammonia leak. The packing of an isolation valve on evaporator #2 was fully compressed. By closing the valve and taking the evaporator off-line the leak stopped. Permanent repairs are planned for this winter.
- started planning this winter's Preventive Maintenance (PM) Program
- said Good-bye to Jed for the season
- repaired broken welds on the western guardrail and Crane #7
- replaced a burned out fan motor on the compressor cooling system
- assisted Coffman Engineers with removal of Data-Logging equipment
- replaced and repaired the water pump on Ice Machine #2

- winterized the water system
- replaced broken fitting and several hoses on Crane #4
- conducted annual planned maintenance on outdoor electrical boxes
- started annual auger maintenance
- started replacing worn out weather-stripping

#### **4. Port Maintenance**

Port Maintenance has been busy with end of the season wrap-up, and preparing for winter.

Notable projects include:

- Shutting down potable water to the float system and blowing down the lines
- Closing and winterizing bathrooms at ramp 4, 6, and at the fishing lagoon
- Shutting down potable water at the fish grind shed, Lagoon RV dump station, steel grid, and wood grid
- Shut down and removal of all fish cleaning stations
- Shut down of Deep Water Dock bird deterrents
- Oversaw the repair of concrete on W float
- Installation of new sander
- Used oil load out
- Repaired vehicle damage to Pioneer Dock security gate
- Installed 6 beach gauges on various boardwalks and pilings
- Completed repairs and shackle replacement on Hickory berth camel fenders
- Attended the ceremony welcoming USCGC Hickory's new commanding officer



Alaska Association of Harbormasters and Port Administrators



CERTIFICATE OF  
TRAINING

This certifies that during the 2019 Conference held in Juneau, AK

**Bryan Hawkins**

Completed 21 hours of continuing education on October 1-4, 2019 addressing the following marina industry concerns to include:

*1.25 Hr – Condition of Alaska's Ports & Harbors (Call of the Ports) – Member Port Administrators & Harbormasters*

*1.5 Hr – Port & Harbor Products – (Call of Sponsors/Exhibitors)*

*3 Hr – Port & Harbor Tour – Juneau*

*0.5 Hr – History of Juneau – Gary Gillette, Retired Architect, Port of Juneau*

*0.75 Hr – Building the Juneau Waterfront – Carl Uchytel, P.E., Port of Juneau*

*1 Hr – Thinking Big Thoughts, Planning Your Waterfront Future – Rorie Watt, City & Borough of Juneau, Ronny McPherson, P.E., HDR Alaska*

*0.75 Hr – Executing Effective Public Outreach – Chris Mertl, ASLA, CSLA, Corvus Design*

*0.5 Hr – DOT Harbor Facility Grants State of Alaska – Jim Potdevin, State of Alaska DOT*

*0.75 Hr – Innovative Revenue Ideas – Michael Fisher, VP and Principal Economist, Northern Enterprises*

*0.75 Hr – Project Communications & Leveraging Effective Social Media – Lisa Phu, CBJ, Josie Wilson, HDR Alaska*

*.75 Hr – Communicating with your Boards & Elected Officials – Kevin Jardell, Juneau State Lobbyist & Katie Kachel, Juneau Federal Lobbyist, Dana Herndon, Local rep. for Sen. Murkowski & Sen. Sullivan*

*1.5 Hr – Federal Grant Opportunity Panel – Tim Pickering, Maritime Administration, Paul Bauer, US Dept. of Transportation, Jen Cate/Cindy Upah, US Army Corps of Engineers, Paul Cyr, AK Dept. of Fish & Game*

*0.75 Hr – Tsunami Effects on Ports and Harbors – Dr. Patrick Lynett, University of Southern California*

*0.75 Hr – Seismic Resilience Planning for Alaska Ports and Harbors – John Daley, P.E., R&M Consultants*

*0.5 Hr – USACE/NMFS Permitting & Planning – Randy Vigil & Matthew Brody, USACE Regulatory Branch Juneau*

*0.75 Hr – Coordination, Cooperation, & Communication – Keys to Successful Mega-Project Execution – John DeMuth, P.E., PND Engineers, Jim Parkins, P.E., Concrete Tech*

*.75 Hr – Tourism Best Management Practices – Liz Perry, Travel Juneau, Kirby Day, Holland American/Princess Cruises & TBMP, Bob Janes, Gastineau Guiding, Dan Blanchard, UnCruise Adventures*

*1.25 Hr – Coast Guard & Harbors Working Together to Strengthen Maritime Communities – Capt. Stephen White, USCG*

*0.5 Hr – Changes to the Alaska Clean Harbors Program – Jen Karnik, Marine Exchange of Alaska*

*0.5 Hr – Asset Management – Erich Schaal, P.E., Port of Juneau*

*0.5 Hr – Maintaining Your Assets – Dave Borg, Matt Creswell, John Osborn, Juneau Harbor Dept.*

*1 Hr – New Trends in Harbor Electrical – Mark Morris, P.E., Morris Electrical Engineering Group*

*0.75 Hr – Derelict Vessels, What Next? – Rachel Lord, AAHPA*







# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

[Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)

(p) 907-235-3106

(f) 907-235-3118

TO: Port & Harbor Advisory Commission  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: October 17, 2019  
SUBJECT: 2020 Draft Land Allocation Plan

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### **This item will be on two meeting agendas. Requested Action:**

1. Review lands currently available for long term lease. Are there any recommended changes?
2. At the next meeting, staff will provide the rest of the plan with updated lease information. No policy changes are expected for lands under current leases.
3. Next meeting: 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 in January, 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.

### **Attachments:**

1. HCC 18.08.020
2. 2020 Draft Land Allocation Plan, 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.**

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- 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].



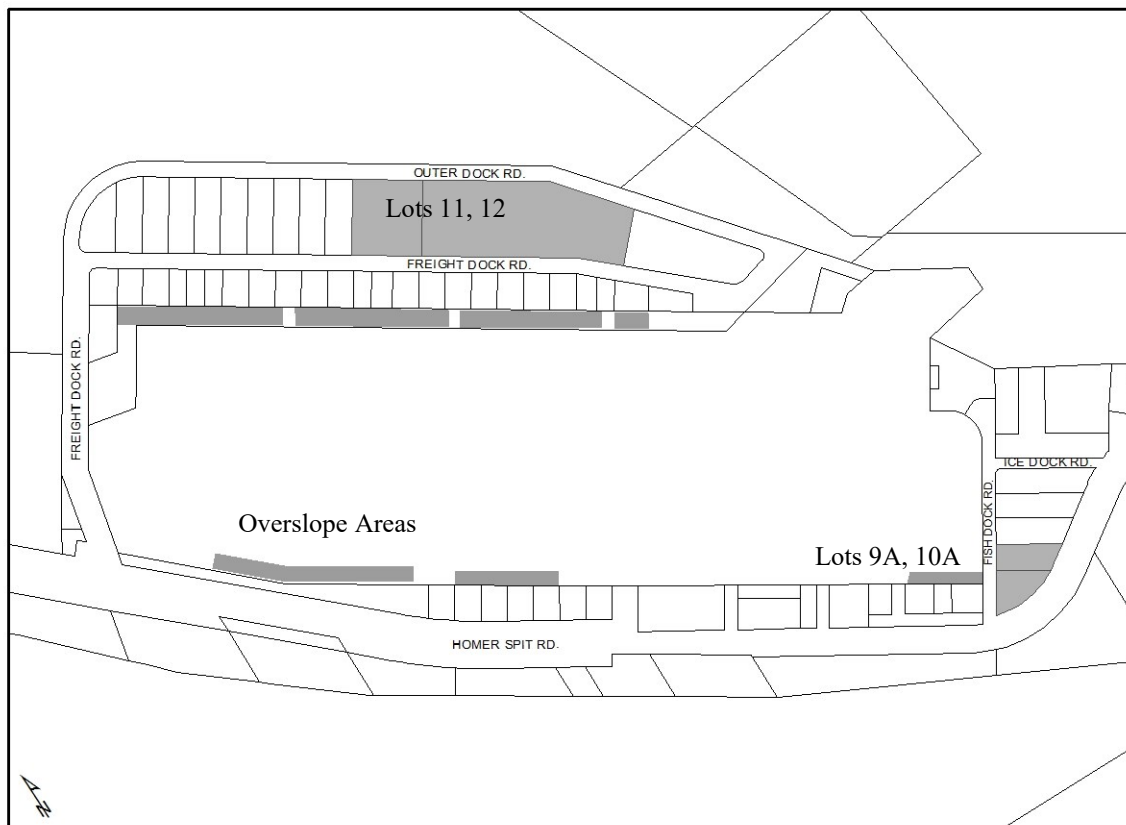
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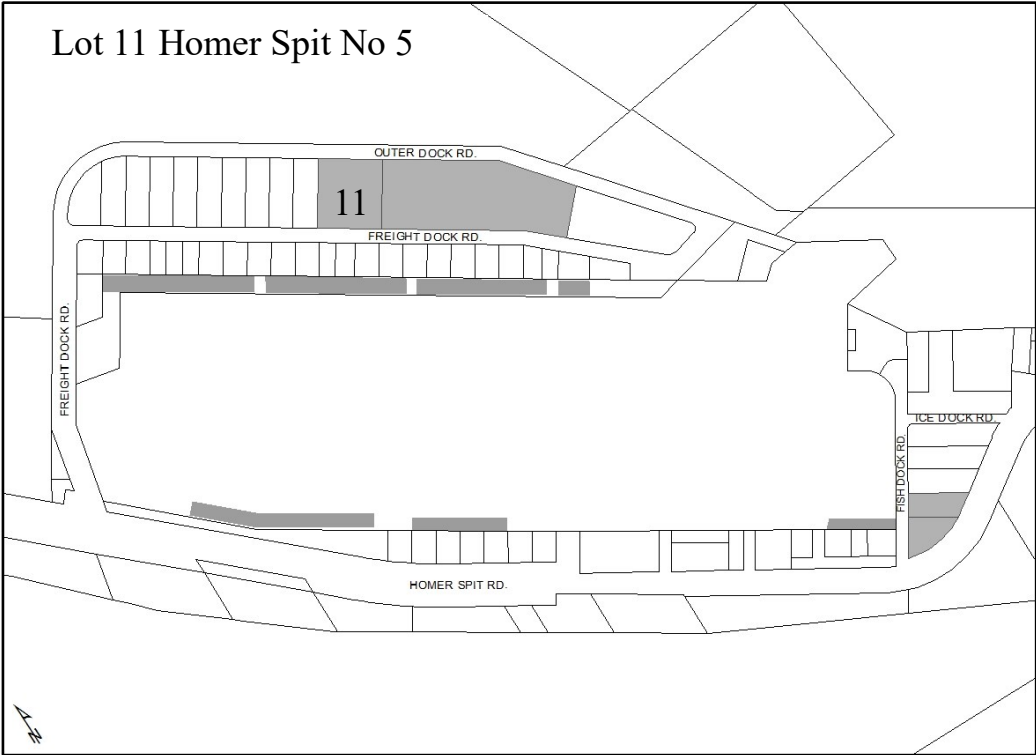
### Lands available for lease

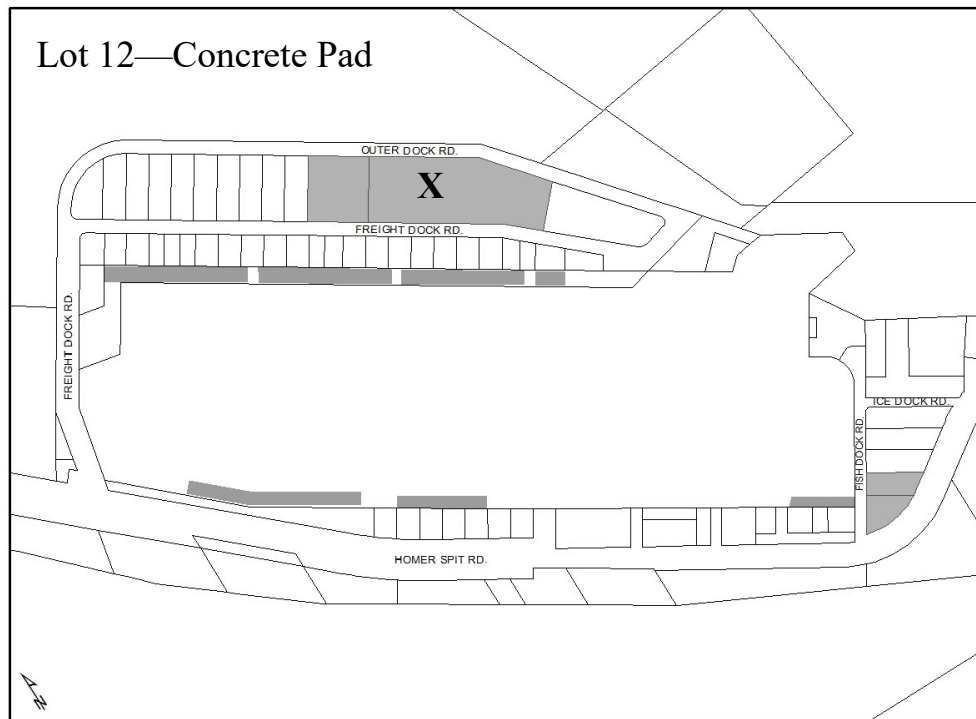
The following lots, HERC 1 building and select areas within the Homer Airport are available for lease in 2020. Lease procedures follow the City of Homer City Code, Title 18.

The Port and Harbor Office provides information on long term leasing on the Homer Spit. The Harbor also manages short term leases and license agreements, such as vending machines, bike rentals and itinerant merchants. For more information, contact 907-235-3160.

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



<p><b>Lot 11 Homer Spit No 5</b></p> 	
<p><b>Designated Use:</b> Available For Lease  <b>Acquisition History:</b></p>	
<p><b>Area:</b> 1.78 acres. A small portion is already leased for a telecommunications tower</p>	<p><b>Parcel Number:</b> 18103230</p>
<p><b>2019 Assessed Value:</b> \$194,900</p>	
<p><b>Legal Description:</b> Homer Spit Subdivision No. 5 Lot 11</p>	
<p><b>Zoning:</b> Marine Industrial</p>	
<p><b>Infrastructure:</b> Water, sewer, paved road access</p>	<p><b>Address:</b> 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><b>Finance Dept. Code:</b></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

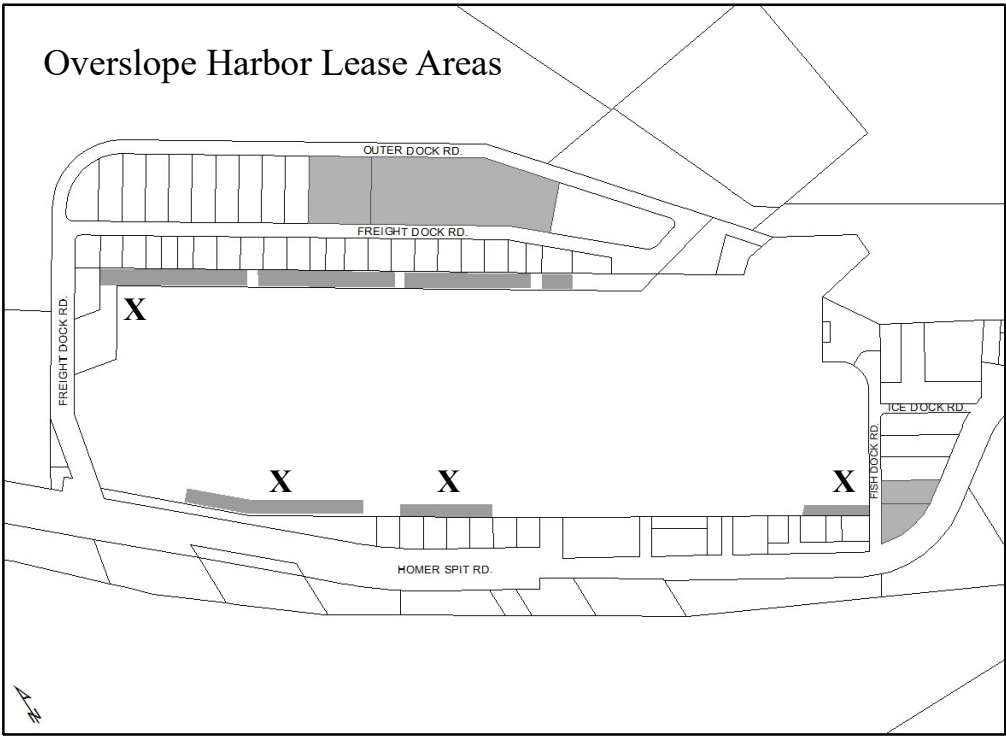
**Zoning:** Marine Industrial

**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

<b>Area:</b>	<b>Parcel Number:</b>
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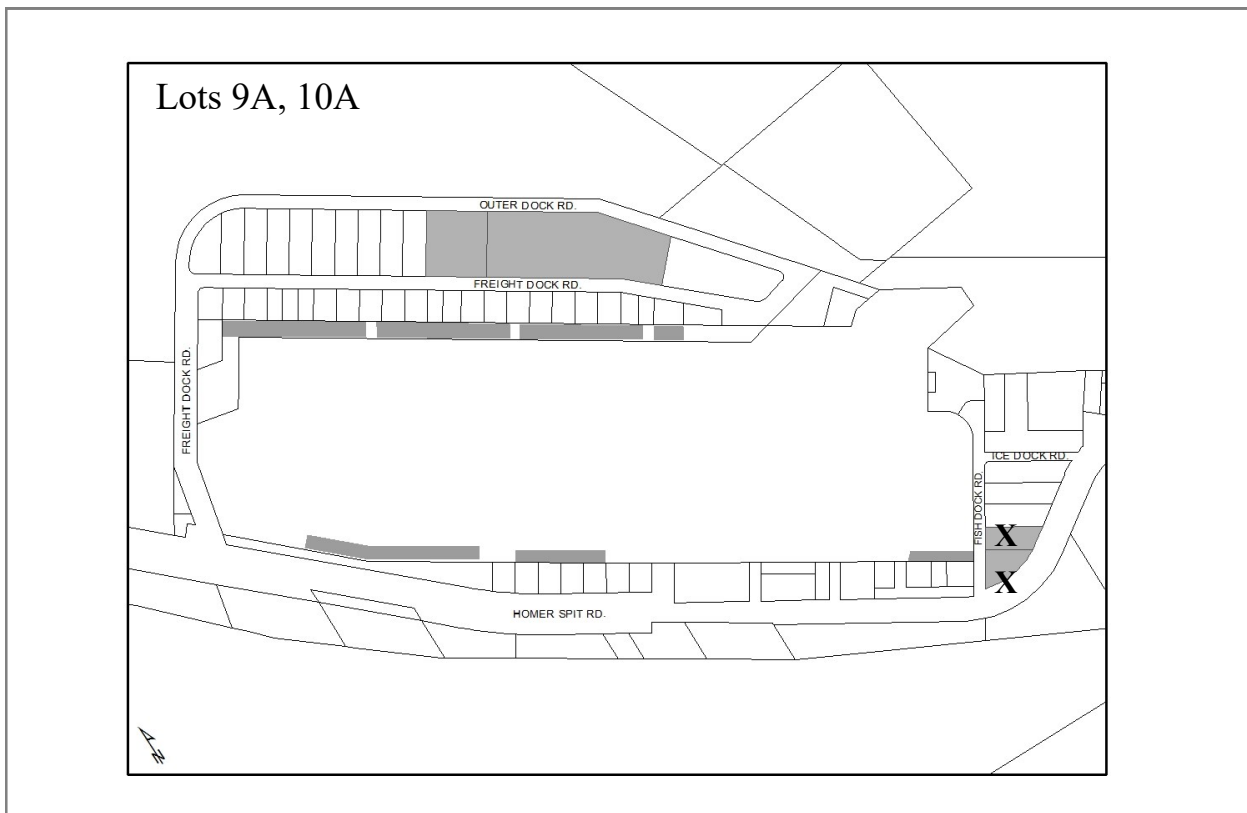
**Legal Description:**

<b>Zoning:</b> Marine Commercial and Small Boat Harbor Overlay	
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<b>Infrastructure:</b>	<b>Address:</b>
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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



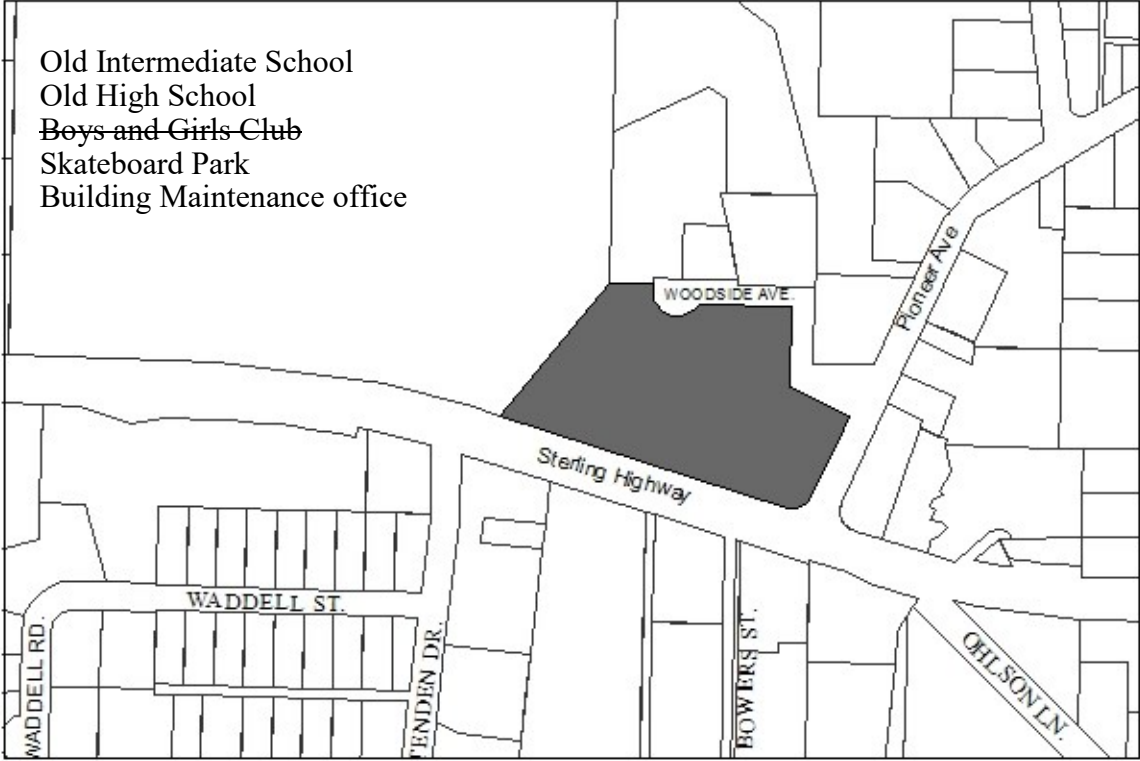
**Designated Use:** Airport  
**Acquisition History:**

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:**

	
<b>Designated Use:</b> Lease information: See Resolution 19-014	
<b>Acquisition History:</b> Given to the City by KPB. Old Middle School and HS. Reso 98-63	
<b>Area:</b> 4.3 acres	<b>Parcel Number:</b> 17510070
<b>2019 Assessed Value:</b> \$4,724,700 (Land \$724,700 Structure, built in 1956 25,000 sq ft \$4,000,000)	
<b>Legal Description:</b> HM2000022 T06S R13W S19 TRACT 2 HOMER SCHOOL SURVEY 1999 CITY ADDN	
<b>Zoning:</b> Central Business District	<b>Wetlands:</b> Creek on western edge
<b>Infrastructure:</b> Paved access and parking. Water and Sewer.	
<b>Notes:</b> <ul style="list-style-type: none"> <li>• Skateboard Park on premises.</li> <li>• Deed restrictions removed by Kenai Peninsula Borough, fall 2014</li> <li>• HERC 1 is the larger building</li> <li>• HERC 2 is the smaller building that contains PW Maintenance</li> </ul> <p>Contact the City Manager's office at 907-235-8121 ext 2222 for more information.</p>	
<b>Finance Dept. Code:</b> 170.0032 175.100.05	





[illegible]

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

### Sections:

<a href="#">18.28.010</a>	Regulations adopted.
<a href="#">18.28.020</a>	Adopting authority.
<a href="#">18.28.030</a>	Scope.
<a href="#">18.28.040</a>	Application of State law.
<a href="#">18.28.050</a>	Definitions.
<a href="#">18.28.060</a>	Ownership.
<a href="#">18.28.070</a>	Protection of fish and game.
<a href="#">18.28.080</a>	<i>Repealed.</i>
<a href="#">18.28.090</a>	Reservations.
<a href="#">18.28.100</a>	Damages.
<a href="#">18.28.110</a>	Federal priority.
<a href="#">18.28.120</a>	Navigational authority.
<a href="#">18.28.130</a>	Final tideland plat – Survey proportionment cost.
<a href="#">18.28.140</a>	Notice and posting.
<a href="#">18.28.150</a>	Protest.
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<a href="#">18.28.350</a>	Conveyance of title.
<a href="#">18.28.360</a>	Nonpreference right tidelands.
<a href="#">18.28.370</a>	Tideland leases.
<a href="#">18.28.380</a>	Tideland permit.
<a href="#">18.28.390</a>	Tideland permit – Application.
<a href="#">18.28.400</a>	Tideland permit – Duration of permit.
<a href="#">18.28.410</a>	Permits – Rights-of-way and easements.
<a href="#">18.28.420</a>	Disposal of material.

### **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.**

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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.**

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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.**

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

#### **18.28.090 Reservations.**

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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.**

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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].

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**18.28.150 Protest.**

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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].

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**18.28.160 Review of protest.**

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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].

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**18.28.170 Deposit.**

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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].

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**18.28.180 Site examination.**

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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].

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**18.28.190 Time for filing applications – Loss of preference rights.**

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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].

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**18.28.200 Waste or injury to land.**

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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].

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**18.28.210 Additional tide and submerged land.**

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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.**

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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.**

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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.**

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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.**

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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.**

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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.**

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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.**

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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.**

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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.**

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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.**

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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.**

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- 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.**

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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.**

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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].

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**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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## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Office of the City Clerk

491 East Pioneer Avenue  
Homer, Alaska 99603

[clerk@cityofhomer-ak.gov](mailto:clerk@cityofhomer-ak.gov)

(p) 907-235-3130

(f) 907-235-3143

## Memorandum

TO: ADVISORY BODIES  
FROM: MELISSA JACOBSEN, MMC, CITY CLERK  
DATE: OCTOBER 10, 2019  
SUBJECT: MEETING SCHEDULE FOR 2020

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Please review the draft resolution that establishes your meetings for 2020. If you have any changes please submit them by December 3<sup>rd</sup>.

City Council will be setting the 2020 meeting schedule for Council and Advisory Bodies with the adoption of the resolution no later than their December 9, 2019 meeting.

### Recommendation

Review the attached draft resolution; make a motion to approve the resolution either as-is or with amendments and recommend adoption by City Council.



**CITY OF HOMER  
HOMER, ALASKA**

City Clerk

**RESOLUTION 19-0XX**

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, ESTABLISHING THE 2020 REGULAR MEETING SCHEDULE FOR THE CITY COUNCIL, ECONOMIC DEVELOPMENT ADVISORY COMMISSION, LIBRARY ADVISORY BOARD, PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION, PLANNING COMMISSION, AND PORT AND HARBOR ADVISORY COMMISSION.

WHEREAS, Pursuant to Homer City Code (HCC) Section 1.14.020, the City Council annually sets the schedule for regular and some special meetings, noting the dates, times and places of the City Council, Planning Commission, Advisory Commissions, and the Library Advisory Board meetings; and

WHEREAS, The public is informed of such meetings through notices located at the City Clerk's Office, Clerk's Calendar on KBBI, the City Clerk's Website, and postings at the Public Library; and

WHEREAS, HCC 1.14.020 - 040 states that meetings may be advertised in a local paper of general circulation at least three days before the date of the meeting and that special meetings should be advertised in the same manner or may be broadcast by local radio at least twice a day for three consecutive days or two consecutive days before the day of the meeting plus the day of the meeting; and

WHEREAS, HCC 1.14.010 notes that the notice of meetings applies to the City Council and all commissions, boards, committees, subcommittees, task forces and any sub-unit of the foregoing public bodies of the City, whether meeting in a formal or informal meeting; that the failure to give the notice provided for under this chapter does not invalidate or otherwise affect any action or decision of a public body of the City; however, this sentence does not change the consequences of failing to give the minimum notice required under State Statute; that notice will ordinarily be given by the City Clerk; and that the presiding officer or the person or persons calling a meeting are responsible for notifying the City Clerk of meetings in sufficient time for the Clerk to publish notice in a newspaper of general circulation in the City; and

WHEREAS, This Resolution does not preclude additional meetings such as emergency meetings, special meetings, worksessions, and the like; and

WHEREAS, Council adopted Resolution 06-144 on October 9, 2006 establishing the Regular Meeting site for all bodies to be the City Hall Cowles Council Chambers.

NOW, THEREFORE, BE IT RESOLVED by the Homer City Council, that the 2020 meeting schedule is established for the City Council, Economic Development Advisory Commission, Library Advisory Board, Parks Art Recreation and Culture Advisory Commission, Planning Commission, and Port and Harbor Advisory Commission of the City of Homer, Alaska, as follows:

Holidays - City Offices closed:

January 1, New Year's Day, Wednesday	February 17, Presidents' Day, the third Monday	March 30, Seward's Day, last Monday	May 25, Memorial Day, last Monday	July 3**, Independence Day, Friday	September 7, Labor Day, first Monday
October 19**, Alaska Day, Monday	November 11, Veterans Day, Wednesday	November 26 Thanksgiving Day, Thursday	November 27, Friday, the day after Thanksgiving	December 25, Christmas, Friday	

\*\*If on a Sunday, the following Monday is observed as the legal holiday; if on a Saturday, the preceding Friday is observed as the legal holiday pursuant to the City of Homer Personnel Rules and Regulations.

CITY COUNCIL (CC)

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 6 Election	October 12, 26 Oath of Office October 12	Canvass Board October 9
November 3 Runoff Election	November 23**	December 14****	December 21**** if needed		

City Council's Regular Committee of the Whole Meetings at 5:00 p.m. to no later than 5:50 p.m. prior to every Regular Meeting which are held the second and fourth Monday of each month at 6:00 p.m. Council will not conduct a First Regular Meeting in July or November.

AML Annual Conference Week is tentatively scheduled for November 18-22, 2019.

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

\*\*There will be no First Regular Meeting in July or November.

\*\*\*The City Council traditionally reschedules regular meetings that fall on holidays or High School Graduation days, for the following Tuesday.

\*\*\*\* The City 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 the third week of December, will not be held.

#### ECONOMIC DEVELOPMENT ADVISORY COMMISSION (EDC)

January 14	February 11	March 10	April 14	May 12	June 9
July 14	August 11	September 8	October 13	November 10	December 8

Economic Development Advisory Commission Regular Meetings are held on the second Tuesday of each month at 6:00 p.m.

#### LIBRARY ADVISORY BOARD (LAB)

February 4	March 3	April 7	May 5	August 4
September 1	October 6	November 3	December 1	

Library Advisory Board Regular Meetings are held on the first Tuesday of the following months: February, March, April, May, August, September, October, November, and December at 5:30 p.m.

#### PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION (PARCAC)

February 20	March 19	April 16	May 21	June 18
August 20	September 17	October 15	November 19	

Parks Art Recreation and Culture Advisory Commission Regular Meetings are held on the third Thursday of the following months: February, March, April, May, June, August, September, October, and November at 5:30 p.m.

#### PLANNING COMMISSION (PC)

January 2*, 15	February 5, 19	March 4, 18	April 1, 15	May 6, 20	June 3, 17
July 15**	August 5, 19	September 2, 16	October 7, 21	November 4**	December 2**

Advisory Planning Commission Regular Meetings are held on the first and third Wednesday of each month at 6:30 p.m. \*The regular meeting scheduled the first Thursday since the first Wednesday is a Holiday \*\*There will be no First Regular Meeting in July or Second Regular Meetings in November and December.

96 PORT AND HARBOR ADVISORY COMMISSION (PHC)

January 22	February 26	March 25	April 22	May 27	June 24
July 22	August 26	September 23	October 28	December 9	

97

98 Port and Harbor Advisory Commission Regular Meetings are held on the fourth Wednesday of  
99 the following months: January, February, March, April, September, October, and December at  
100 5:00 p.m.; and May, June, July, and August at 6:00 p.m.

101

102 PASSED AND ADOPTED by the Homer City Council this 9<sup>th</sup> day of December, 2019.

103

104 CITY OF HOMER

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KEN CASTNER, MAYOR

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110 ATTEST:

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MELISSA JACOBSEN, MMC, CITY CLERK

115

116 Fiscal Impact: Advertizing of meetings in regular weekly meeting ad and advertising of any  
117 additional meetings.





## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Port and Harbor

4311 Freight Dock Road  
Homer, AK 99603

[port@cityofhomer-ak.gov](mailto:port@cityofhomer-ak.gov)

(p) 907-235-3160

(f) 907-235-3152

## Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, HARBORMASTER

DATE: OCTOBER 16, 2019

SUBJECT: SEAFARER'S MEMORIAL PARKING EXPANSION AND HOMER SPIT PARKING PLAN

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On October 2<sup>nd</sup> the Planning Commission reviewed the CUP for the Seafarer's Memorial Parking Expansion in a public meeting. Several questions and public comments arose. The minutes for that meeting are attached for review. Planning Dept. staff that attended the meeting felt that most public comment fell within two main questions/points:

1. The public commented that they didn't want to lose beach area, or vegetated beach area, to a parking lot.
2. A desire for more coordinated parking on the Spit. However, outside the scope of the conditional use permit, the public and commission present at the meeting didn't have immediate access to, or have previous knowledge of, other documents on parking management that the Port already has in place, nor any future plans.

Documents regarding the current long term Spit Parking Plan have been attached. We request a review of these and possible suggestions for addressing both the specific concerns/comments raised in the public meeting regarding the Seafarer's Memorial Parking Expansion CUP, as well as brainstorming on the Parking Plan as a whole.

### RECOMMENDATION

For discussion. Any recommendations should be made in the form of a motion.

Attached:

PC 10/2/19 meeting minute excerpts Re Seafarer Parking Expansion CUP application  
Pages from the 2018 Comprehensive Plan- Chapter 5 Transportation  
2011 Homer Spit Comprehensive Plan and Maps  
2019 Summer Photos of Homer Spit Parking Areas  
Parking Revenue Statistics





# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

[Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)

(p) 907-235-3106

(f) 907-235-3118

### Staff Report 19-85

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: October 2, 2019  
SUBJECT: Conditional Use Permit (CUP) 2019-07

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**Synopsis** The applicant proposes to expand an existing parking lot on the Open Space Recreation Zoning District. A Conditional Use Permit (CUP) is required per HCC 21.32.030(f).

Applicant: City of Homer Katie Koester, City Manager  
491 E Pioneer Ave Carey Meyer, Public Works Director  
Homer, AK 99603

Location: Lot 31, Homer Spit Road Subdivision Amended  
Parcel ID: 18103401  
Size of Existing Lot: 2.52 acres  
Zoning Designation: Open Space Recreation District  
Existing Land Use: Parking lot, Seafarer's Memorial, Beach  
Surrounding Land Use: North: Shops, boat house gathering facility, small boat harbor  
South: Kachemak Bay  
East: Parking lot, RV Park  
West: Shops, restaurants, boardwalk, beach

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. (p 20)

Flood Plain Status: VE 28, Velocity Zone Elevation 28 feet  
BCWPD: Not within the Bridge Creek Watershed Protection District  
Utilities: Public utilities are available at the site.  
Public Notice: Notice was sent to 25 parcels and 8 land owners, 103 leased parcels or condominiums and 79 leases or condo owners as shown on the KPB tax assessor rolls.

**Other property information:** 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. See attachments.

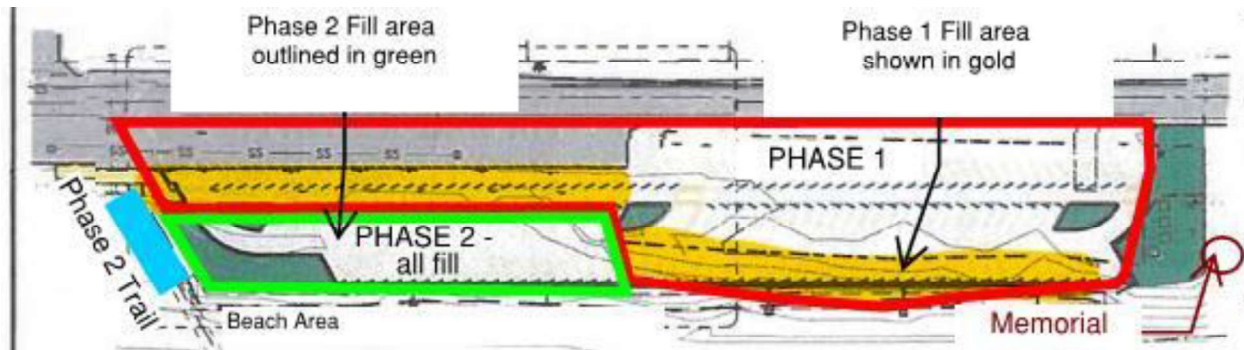
**ANALYSIS:** The City of Homer is applying to expand and upgrade an existing parking lot in the Open Space Recreation Zoning District. Per HCC 21.32.030(f), Parking areas are conditional uses.

**Applicant statement from application:** Proposed use: provide additional parking on the Homer Spit (see attached five construction drawings). Work includes placement of fill material with Rip-Rap Armor rock at the face adjacent to Kachemak Bay. This project will be done in phases. In Phase 1, a front end loader will first be used to pick up large sections of the existing beach grass and set it aside for transplanting later in the project. We will then fill in the project area with dredged materials, approximately to the level of the highway. Materials will be compacted into place as the lot is built up. Once the area is built up to the correct elevation, the beach grass will be moved out to the seaward side of the fill and transplanted onto the bank to help stabilize the ground. Beach grass will also be transplanted onto the bank of the new lot next to the access trail for slope stabilization. In Phase 2, the surface will be paved with asphalt and five drainage outfalls will be constructed, daylighting just below elevation 23.4' (MLLW). Phase 2 will determine the amount and type of shoreline protection needed and will include the installation of riprap shoreline protection. Current plans also include an additional sea grass transition swale between the parking lot and the shoreline protection. There will be approximately 197 parking spaces with striping and parking bumpers. The number of parking spaces may be reduced contingent upon addition of 6 ADA parking spaces. The site plan will be amended to include ADA parking. Phase 2 will complete the project which will include drainage, slope protection, paving, marking, and walkways.

(Note: There may be a period of time between Phase 1 and Phase 2. At the completion of Phase 1 if there is no funding available to move on to Phase 2, staff will work to sign and layout the newly created gravel space for public parking.)

### Planning Staff Analysis:

In staff's discussions with the Port, the phasing was further refined as follows:



#### Phase 1:

1. Pave all ADA parking spaces
2. Pave pedestrian trail through the parking lot (this will require some fill placement)
3. Curb Homer Spit road to organize parallel parking and to limit entrances and exits onto Homer Spit Road
4. Focus on the SW half of the project, nearest to the Seafarer's Memorial. The existing parking lot would be extended approximately 21 feet seaward.
5. This portion would be completed first, over an approximately three year period, resulting in a completed parking area
6. Parking area will be capped with gravel, and parking stops installed (also called a wheel stop)
7. Replant beach grass along slopes

#### Phase 2:

1. Fill the remainder of the project area to create an additional 50 parking spaces
2. Construct ADA pathway to beach
3. Cap with gravel and install parking stops

Paving could be accomplished in the long term, but is not necessary to improve the parking area, and adds significant expense.

### The criteria for granting a Conditional Use Permit is set forth in HCC 21.71.030, Review criteria, and establishes the following conditions:

- a. The applicable code authorizes each proposed use and structure by conditional use permit in that zoning district;

**Analysis:** HCC 21.32.020(b) authorizes open space, such as park, playground and related recreation activities. Under HCC 21.32.030(f), parking areas are authorized as a conditional use.

**Finding 1:** HCC 21.32.030(f) authorizes parking areas.

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.

c. The value of the adjoining property will not be negatively affected greater than that anticipated from other permitted or conditionally permitted uses in this district.

**Applicant:** Increasing parking capacity in this area has the potential to increase economic activity which may have a positive effect on property values and increased sales tax generation from local businesses.

**Analysis:** Adjoining uses include an RV park t, and a boardwalk with several shops and restaurants. Many uses in the Open Space Recreation district have greater negative impacts than would be realized from a parking lot. Pipelines, railroads, fishing gear and boat storage, and indoor and outdoor recreational facilities would have a greater impact on nearby property values. Pipelines and railroad could create a lot of noise and visual impact, and indoor and outdoor recreational facilities could create more traffic.

**Finding 3:** A parking lot is not expected to negatively impact the adjoining properties greater than other permitted or conditional uses.

d. The proposal is compatible with existing uses of surrounding land.

**Applicant:** The Homer Spit has many parking lots that provide residents and visitors access to commercial, industrial and recreational areas. This parking lot will satisfy the need to provide more access for commercial and recreational purposes. Vessel owners using the harbor will benefit from improving the overcrowded parking conditions that exist in that area of the Spit from May to September. South side Kachemak Bay residents who use the Homer Spit will be positively impacted by the additional parking spaces in the vicinity of Ramps 1 through 3.

**Finding 4:** The proposal is compatible with existing uses of surrounding land, including an RV park and a boardwalk containing shops and restaurants.

e. Public services and facilities are or will be, prior to occupancy, adequate to serve the proposed use and structure.

**Analysis:** City of Homer Fire Department commented that they should have more than adequate clearances for Fire Department access.

**Finding 5:** Existing public, water, sewer, and fire services are adequate to serve the parking lot.

f. Considering harmony in scale, bulk, coverage and density, generation of traffic, the nature and intensity of the proposed use, and other relevant effects, the proposal will not cause undue harmful effect upon desirable neighborhood character.

**Applicant:** Theoretically, the parking expansion will reduce existing parking issues. Also, a well-organized parking area with established ingress and egress points may reduce problems with traffic congestion as well as reduce the potential for vehicle/pedestrian conflict; improving safety overall. With the improvements, parked vehicles will no longer have to back directly onto the roadway/oncoming traffic of the Sterling Hwy (Homer Spit Rd), and an ADA pedestrian walkway will provide a safe access to the adjacent recreational beach area. State traffic engineer has approved the parking access configuration for this project.

**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.

**Finding 6:** The Commission finds the proposal will not cause undue harmful effect upon desirable neighborhood character as described in the purpose statement of the district.

g. The proposal will not be unduly detrimental to the health, safety or welfare of the surrounding area or the city as a whole.

**Analysis:** The parking lot itself does not pose a health and safety issue to the surrounding area, or the city itself. The reconfiguration of existing spaces will increase the safety of the immediate area of both vehicle and pedestrian flow. The current project is in uplands and is not expected to cause erosion damage to adjacent properties at this time.

**Finding 7:** The project is not expected to be detrimental to the health, safety or welfare of the surrounding area or the City as a whole.

h. The proposal does or will comply with the applicable regulations and conditions specified in this title for such use.

**Analysis:** Gaining a CUP along with the zoning permit process addresses the applicable regulations.

**Finding 8:** The proposal will comply with applicable regulations.

i. The proposal is not contrary to the applicable land use goals and objectives of the Comprehensive Plan.

**Applicant:**

HOMER SPIT COMPREHENSIVE PLAN 2011 Chapter 4: Land Use and Community Design, Goal 1.5 - Ensure that high demand seasonal uses are given priority

HOMER COMPREHENSIVE PLAN 2018

Chapter 7: Economic Vitality Goal 5 -Strengthen Homer as a tourism destination.



Chapter 6: Facilities and Services, Goal 1 -Provide and improve city-operated facilities and services to meet the current needs of the community, anticipate growth, conserve energy, and keep pace with future demands. Goal 2 Objective C -VISITOR SERVICES -Provide and sustain public services and facilities to serve visitors

- 2.2 improve traffic flow and safety on the Sterling Highway (Homer Spit Road)
- Limit number of access points to the Sterling Highway.

**Analysis:** The Homer Spit Comprehensive Plan (2011) has goals and objective specific to the Spit. Relevant goals and objectives include:

**Transportation Goals**

- 2.2 improve traffic flow and safety on the Sterling Highway (Homer Spit Road)
- 2.3 provide adequate and safe facilities for pedestrians and bicyclists
- 2.5 Improve organization, wayfinding and management of parking.

**Land Use Goals**

- 1.4 Encourage the use of native plant materials for all landscaped areas.
- 1.5 Ensure that high demand seasonal uses are given priority. Rationalize parking areas to make sure demand is met but at the same time, reduce the overall footprint and visual impact.

Map 5 shows the majority of the property as Conservation and Beach Access, while on Map 6, shows the subject area as 4 hours free parking.

**Finding 9:** The proposal is not contrary to the applicable land use goals and objects of the Comprehensive Plan. The proposal aligns Goal 1.4 and no evidence has been found that it is not contrary to the applicable land use goals and objects of the Comprehensive Plan.

j. The proposal will comply with the applicable provisions of the Community Design Manual (CDM).

**Analysis:** No portion of the Community Design Manual applies in the Open Space Recreation Zoning District.

**Finding 10:** The Community Design Manual does not apply in the Open Space Recreation Zoning District.

**HCC 21.71.040(b).** b. In approving a conditional use, the Commission may impose such conditions on the use as may be deemed necessary to ensure the proposal does and will continue to satisfy the applicable review criteria. Such conditions may include, but are not limited to, one or more of the following:

**1. Special yards and spaces:** No specific conditions deemed necessary

**2. Fences and walls:** No specific conditions deemed necessary

- 3. Surfacing of parking areas:** No specific conditions deemed necessary.
- 4. Street and road dedications and improvements:** No specific conditions deemed necessary.
- 5. Control of points of vehicular ingress and egress:** No specific conditions deemed necessary.
- 6. Special provisions on signs:** No specific conditions deemed necessary.
- 7. Landscaping:** No specific conditions deemed necessary.
- 8. Maintenance of the grounds, building, or structures:** No specific conditions deemed necessary.
- 9. Control of noise, vibration, odors or other similar nuisances:** No specific conditions deemed necessary.
- 10. Limitation of time for certain activities:** No specific conditions deemed necessary.
- 11. A time period within which the proposed use shall be developed:** No specific conditions deemed necessary.
- 12. A limit on total duration of use:** No specific conditions deemed necessary.
- 13. More stringent dimensional requirements,** such as lot area or dimensions, setbacks, and building height limitations. Dimensional requirements may be made more lenient by conditional use permit only when such relaxation is authorized by other provisions of the zoning code. Dimensional requirements may not be altered by conditional use permit when and to the extent other provisions of the zoning code expressly prohibit such alterations by conditional use permit.
- 14. Other conditions necessary** to protect the interests of the community and surrounding area, or to protect the health, safety, or welfare of persons residing or working in the vicinity of the subject lot.

**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.

We would like to recommend an additional special improvement of hydrodynamic separators during Phase 2 of the project. While the current Phase 1 gravel parking lot drainage plan lists dry manholes for overflow rainwater catchment, once the parking lot receives paving the natural filtration benefit provided by the soil will be limited. We feel it would be in the best interest of the area to install hydrodynamic separators as a replacement to the dry manhole rainwater collectors to prevent oils or other compounds from the parking lot being deposited through rainwater runoff onto the beach or enter into the marine environment.

**FIRE DEPARTMENT COMMENTS:** City of Homer Fire Department commented that they should have more than adequate clearances for Fire Department access.

**PUBLIC COMMENTS:** None submitted by packet printing.

**STAFF COMMENTS/RECOMMENDATIONS:**

Planning Commission approve CUP 19-07 with findings 1-10 and the following conditions:

**Condition 1.** ADA parking spaces and pedestrian path through the parking lot shall be paved.

**Condition 2.** Extend the paved pedestrian trail all the way to the paving at the Seafarers Memorial. There should be no gaps in paved travel surface between the ADA parking spaces and the memorial.

**Condition 3.** Phase one shall be completed prior to placing fill for Phase 2 as described in this staff report and depicted on the attachments.

**Attachments**

Application  
Public Notice  
Aerial Map  
6(f) Boundary Map  
Map 5 Spit Plan  
Map 6 Spit Plan





# City of Homer

www.cityofhomer-ak.gov

**Planning**  
491 East Pioneer Avenue  
Homer, Alaska 99603

Planning@ci.homer.ak.us  
(p) 907-235-3106  
(f) 907-235-3118

## Applicant

Name: City of Homer Telephone No.: 235-3170

Address: 3575 Heath St. Email: cmeyer@ci.homer.ak.us

## Property Owner (if different than the applicant):

Name: City of Homer Telephone No.: 235-3170

Address: 491 E. Pioneer Ave Email: cmeyer@ci.homer.ak.us

## PROPERTY INFORMATION:

Address: No Address Lot Size: 2.52 acres KPB Tax ID # 18103401

Legal Description of Property: T 7S R 13W SEC 1 SEWARD MERIDIAN HM 0890034 HOMER  
SPIT SUB AMENDED LOT 31

For staff use:

Date: 9/11/19 Fee submittal: Amount /  
Received by: [Signature] Date application accepted as complete 9/11/19  
Planning Commission Public Hearing Date: \_\_\_\_\_

## Conditional Use Permit Application Requirements:

1. A Site Plan
2. Right of Way Access Plan
3. Parking Plan
4. A map showing neighboring lots and a narrative description of the existing uses of all neighboring lots. (Planning can provide a blank map for you to fill in).
5. Completed Application Form
6. Payment of application fee (nonrefundable)
7. Any other information required by code or staff, to review your project

## Circle Your Zoning District

	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	MC	MI	EEMU	BCWPD
Level 1 Site Plan	x	x	x			x			x			x
Level 1 ROW Access Plan	x	x							x			
Level 1 Site Development Standards	x	x										
Level 1 Lighting			x	x	x	x	x	x	x	x	x	
Level 2 Site Plan			x	x	x		x	x		x	x	
Level 2 ROW Access Plan			x	x	x		x	x		x	x	
Level 2 Site Development Standards			x*	x	x	x	x	x			x	
Level 3 Site Development Standards									x	x		
Level 3 ROW Access Plan						x						
DAP/SWP questionnaire					x	x	x	x			x	



**Circle applicable permits. Planning staff will be glad to assist with these questions.**

Y/N Are you building or remodeling a commercial structure, or multifamily building with more than 3 apartments? If yes, Fire Marshal Certification is required. Status: \_\_\_\_\_

Y/N Will your development trigger a Development Activity Plan?

Application Status: \_\_\_\_\_

Y/N Will your development trigger a Storm water Plan?

Application Status: **ADEC will be notified of our activities.**

Y/N Does your site contain wetlands? If yes, Army Corps of Engineers Wetlands Permit is required.

Y/N Is your development in a floodplain? If yes, a Flood Development Permit is required.

Application Status: **Will be submitted soon**

Y/N Does your project trigger a Community Design Manual review?

If yes, complete the design review application form. The Community Design Manual is online at: <http://www.ci.homer.ak.us/documentsandforms>

Y/N Do you need a traffic impact analysis?

Y/N Are there any nonconforming uses or structures on the property?

Y/N Have they been formally accepted by the Homer Advisory Planning Commission?

Y/N Do you have a state or city driveway permit? Status: \_\_\_\_\_

Y/N Do you have active City water and sewer permits? Status: \_\_\_\_\_

1. Currently, how is the property used? Are there buildings on the property? How many square feet? Uses within the building(s)?

**Public Parking and Seafarers Memorial. Yes – the memorial. 314 sq. feet. Uses within the Memorial: public remembrance and community events.**

2. What is the proposed use of the property? How do you intend to develop the property? (Attach additional sheet if needed. Provide as much information as possible).

**Proposed use: provide additional parking on the Homer Spit (see attached five construction drawings). Work includes placement of fill material with Rip-Rap Armor rock at the face adjacent to Kachemak Bay. This project will be done in phases. In Phase 1, a front end loader will first be used to pick up large sections of the existing beach grass and set it aside for transplanting later in the project. We will then fill in the project area with dredged materials, approximately to the level of the highway. Materials will be compacted into place as the lot is built up. Once the area is built up to the correct elevation, the beach grass will be moved out to the seaward side of the fill and transplanted onto the bank to help stabilize the ground. Beach grass will also be transplanted onto the bank of the new lot next to the access trail for slope stabilization. In Phase 2, the surface will be paved with asphalt and five drainage outfalls will be constructed, daylighting just below elevation 23.4' (MLLW). Phase 2 will determine the amount and type of shoreline protection needed and will include the installation of riprap shoreline protection. Current plans also include an additional sea grass transition swale between the parking lot and the shoreline protection. There will be approximately 197 parking spaces with striping and parking bumpers. The number of parking spaces may be reduced contingent upon addition of 6 ADA parking spaces. The site plan will be amended to include ADA**



**parking. Phase 2 will complete the project which will include drainage, slope protection, paving, marking, and walkways.**

**(Note: There may be a period of time between Phase 1 and Phase 2. At the completion of Phase 1 if there is no funding available to move on to Phase 2, staff will work to sign and layout the newly created gravel space for public parking.)**

**CONDITIONAL USE INFORMATION:** Please use additional sheets if necessary. HCC21.71.030

- a. What code citation authorizes each proposed use and structure by conditional use of the permit?

**HCC 21.32.030 Conditional uses and structures. f. Parking areas**

- b. Describe how the proposed uses(s) and structures(s) are compatible with the purpose of the zoning district?

**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.**

- c. How will your proposed project affect adjoining property values?

**Increasing parking capacity in this area has the potential to increase economic activity which may have a positive effect on property values and increased sales tax generation from local businesses.**

- d. How is your proposal compatible with existing uses of the surrounding land?

**The Homer Spit has many parking lots that provide residents and visitors access to commercial, industrial and recreational areas. This parking lot will satisfy the need to provide more access for commercial and recreational purposes. Vessel owners using the harbor will benefit from improving the overcrowded parking conditions that exist in that area of the Spit from May to September. South side Kachemak Bay residents who use the Homer Spit will be positively impacted by the additional parking spaces in the vicinity of Ramps 1 through 3.**

- e. Are/will public services adequate to serve the proposed uses and structures?

**Yes.**

- f. How will the development affect the harmony in scale, bulk, coverage and density upon the desirable neighborhood character, and will the generation of traffic and the capacity of surrounding streets and roads be negatively affected?

**Theoretically, the parking expansion will reduce existing parking issues. Also, a well-organized parking area with established ingress and egress points may reduce problems with traffic congestion as well as reduce the potential for vehicle/pedestrian conflict; improving safety overall. With the improvements, parked vehicles will no longer have to back directly onto the roadway/oncoming traffic of the Sterling Hwy (Homer Spit Rd), and an ADA pedestrian walkway will**

**provide a safe access to the adjacent recreational beach area. State traffic engineer has approved the parking access configuration for this project.**

- g. Will your proposal be detrimental to the health, safety or welfare of the surrounding area or the city as a whole?

**No.**

- h. How does your project relate to the goals of the Comprehensive Plan?

**HOMER SPIT COMPREHENSIVE PLAN 2011**

**Chapter 4: Land Use and Community Design**

**Goal 1.5 - Ensure that high demand seasonal uses are given priority**

**HOMER COMPREHENSIVE PLAN 2018**

**Chapter 7: Economic Vitality**

**Goal 5 - Strengthen Homer as a tourism destination.**

**Chapter 6: Facilities and Services**

**Goal 1 - Provide and improve city-operated facilities and services to meet the current needs of the community, anticipate growth, conserve energy, and keep pace with future demands.**

**Goal 2**

**Objective C - VISITOR SERVICES – Provide and sustain public services and facilities to serve visitors**

- **2.2 improve traffic flow and safety on the Sterling Highway (Homer Spit Road)**
- **Limit number of access points to the Sterling Highway.**

- i. The Planning Commission may require you to make some special improvements. Are you planning on doing any of the following, or do you have suggestions on special improvements you would be willing to make? **(circle each answer)**

1. Y/N Special yards and spaces.
2. Y/N Fences, walls and screening.
3. Y/N Surfacing of parking areas.
4. Y/N Street and road dedications and improvements (or bonds).
5. Y/N Control of points of vehicular ingress & egress.
6. Y/N Special provisions on signs.
7. Y/N Landscaping.
8. Y/N Maintenance of the grounds, buildings, or structures.
9. Y/N Control of noise, vibration, odors, lighting, heat, glare, water and solid waste pollution, dangerous materials, material and equipment storage, or other similar nuisances.
10. Y/N Time for certain activities.
11. Y/N A time period within which the proposed use shall be developed.
12. Y/N A limit on total duration of use.



13. Y/N Special dimensional requirements such as lot area, setbacks, building height.
14. Y/N Other conditions deemed necessary to protect the interest of the community.

**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.**

**We would like to recommend an additional special improvement of hydrodynamic separators during Phase 2 of the project. While the current Phase 1 gravel parking lot drainage plan lists dry manholes for overflow rainwater catchment, once the parking lot receives paving the natural filtration benefit provided by the soil will be limited. We feel it would be in the best interest of the area to install hydrodynamic separators as a replacement to the dry manhole rainwater collectors to prevent oils or other compounds from the parking lot being deposited through rainwater runoff onto the beach or enter into the marine environment.**

## **PARKING**

1. How many parking spaces are required for your development? **197**  
If more than 24 spaces are required see HCC 21.50.030(f)(1)(b). **This plan complies.**
2. How many spaces are shown on your parking plan? **197**
3. Are you requesting any reductions? **No, see plans.**

Include a site plan, drawn to a scale of not less than 1" = 20' which shows existing and proposed structures, clearing, fill, vegetation and drainage.

I hereby certify that the above statements and other information submitted are true and accurate to the best of my knowledge, and that I, as applicant, have the following legal interest in the property:

**CIRCLE ONE:**

**Owner of record**

Lessee

Contract purchaser

Applicant signature: \_\_\_\_\_

*Carly Meyer*

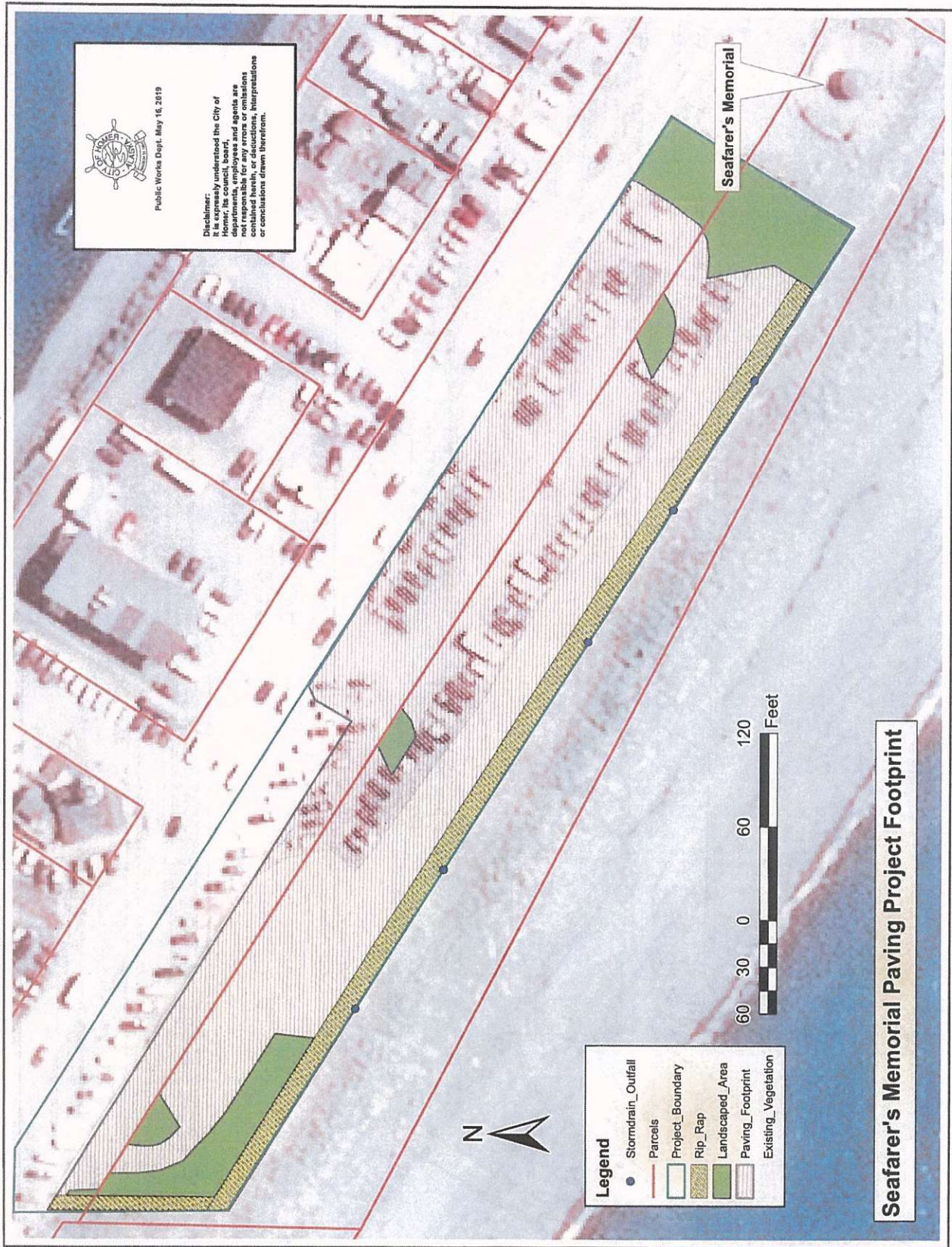
Date: *9/11/19*

Property Owner's signature: \_\_\_\_\_

*Kurt Koester*

Date: *9.11.19*

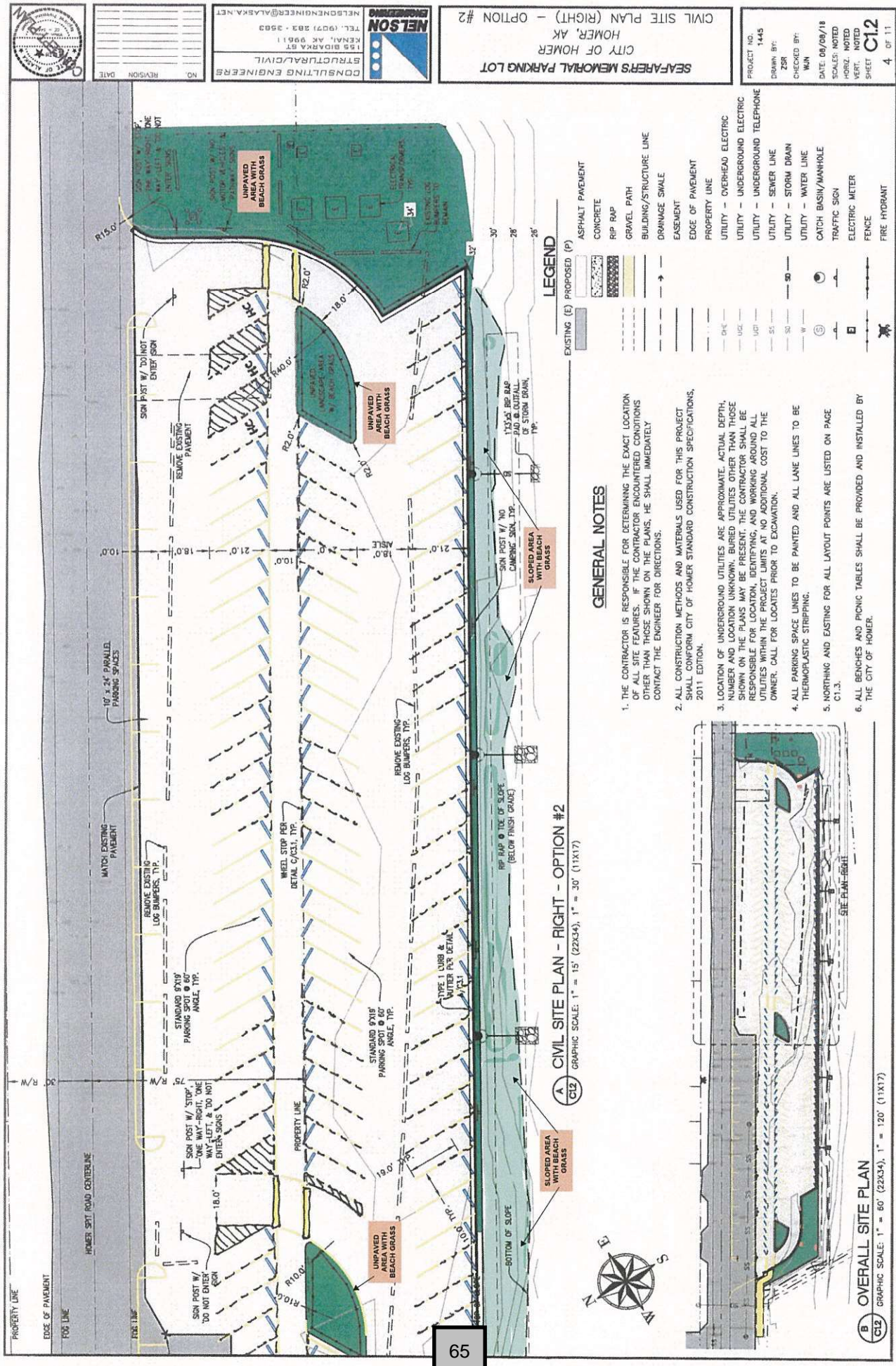












NO.	REVISION	DATE

**NELSON ENGINEERING**  
CONSULTING ENGINEERS  
155 BIDARKA ST  
KENAI, AK 99511  
TEL: (907) 283-3583  
NELSONENGINEERING@ALASKA.NET

**SEAFARERS MEMORIAL PARKING LOT**  
CITY OF HOMER, AK  
CIVIL SITE PLAN (RIGHT) - OPTION #2

PROJECT NO. 1445  
DRAWN BY: ZSR  
CHECKED BY: WIN  
DATE: 09/08/18  
SCALE: NOTED  
HORZ. NOTED  
VERT. NOTED  
SHEET: C12  
4 OF 11

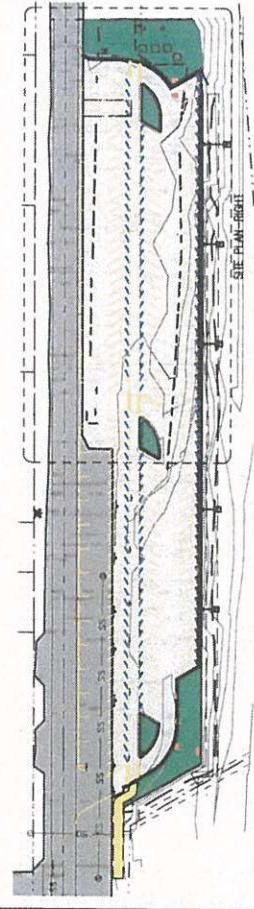
### LEGEND

EXISTING (E)	PROPOSED (P)
	ASPHALT PAVEMENT
	CONCRETE
	RIP RAP
	GRAVEL PATH
	BUILDING/STRUCTURE LINE
	DRAINAGE SWALE
	EASEMENT
	EDGE OF PAVEMENT
	PROPERTY LINE
	UTILITY - OVERHEAD ELECTRIC
	UTILITY - UNDERGROUND ELECTRIC
	UTILITY - SEWER LINE
	UTILITY - STORM DRAIN
	UTILITY - WATER LINE
	CATCH BASIN/MANHOLE
	TRAFFIC SIGN
	ELECTRIC METER
	FENCE
	FIRE HYDRANT

### GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL SITE FEATURES. IF THE CONTRACTOR ENCOUNTERS CONDITIONS OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL IMMEDIATELY CONTACT THE ENGINEER FOR DIRECTIONS.
2. ALL CONSTRUCTION METHODS AND MATERIALS USED FOR THIS PROJECT SHALL CONFORM CITY OF HOMER STANDARD CONSTRUCTION SPECIFICATIONS, 2011 EDITION.
3. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. ACTUAL DEPTH, NUMBER AND LOCATION UNKNOWN. BURIED UTILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION, IDENTIFYING, AND WORKING AROUND ALL UTILITIES WITHIN THE PROJECT LIMITS AT NO ADDITIONAL COST TO THE OWNER. CALL FOR LOCATES PRIOR TO EXCAVATION.
4. ALL PARKING SPACE LINES TO BE PAINTED AND ALL LANE LINES TO BE THERMOPLASTIC STRIPPING.
5. NOTHING AND EXISTING FOR ALL LAYOUT POINTS ARE LISTED ON PAGE C1.3.
6. ALL BENCHES AND PIVOT TABLES SHALL BE PROVIDED AND INSTALLED BY THE CITY OF HOMER.

**A CIVIL SITE PLAN - RIGHT - OPTION #2**  
GRAPHIC SCALE: 1" = 15' (22X34), 1" = 30' (11X17)

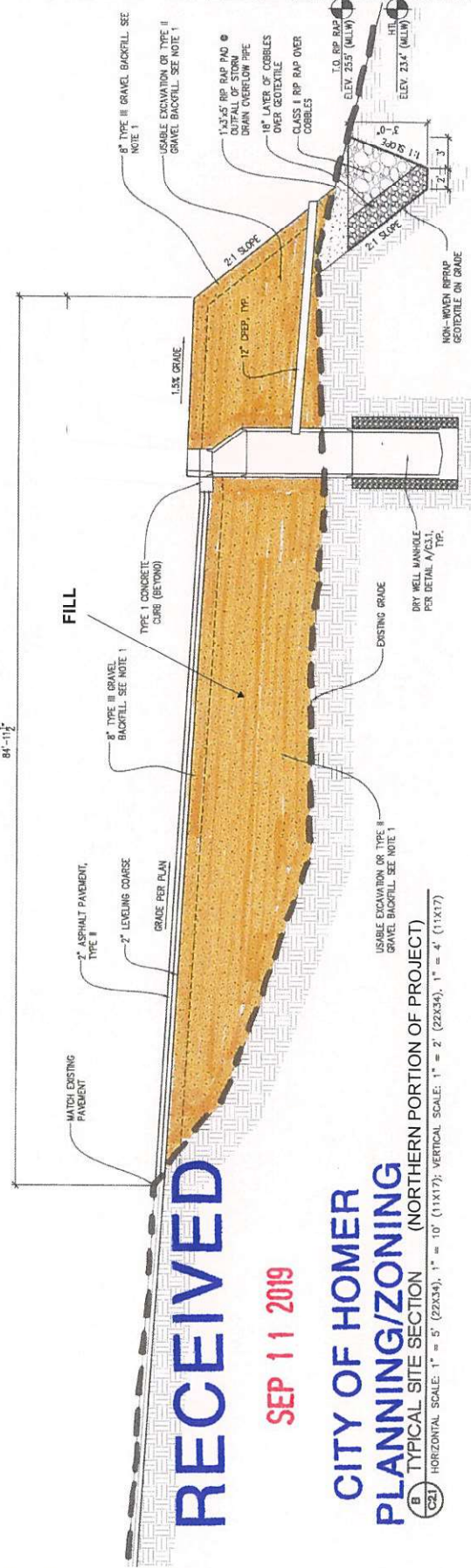
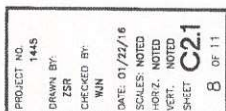


**B OVERALL SITE PLAN**  
GRAPHIC SCALE: 1" = 60' (22X34), 1" = 120' (11X17)





Aerial Overview



TYPICAL SITE SECTION		(NORTHERN PORTION OF PROJECT)	
B	C2J	HORIZONTAL SCALE: 1" = 5' (22X34), 1" = 10' (11X17); VERTICAL SCALE: 1" = 2' (22X34), 1" = 4' (11X17)	

## Grading and drainage plan





## **PUBLIC HEARING NOTICE**

Public notice is hereby given that the City of Homer will hold a public hearing by the Homer Advisory Planning Commission on Wednesday, October 2, 2019 at 6:30 p.m. at Homer City Hall, 491 East Pioneer Avenue, Homer, Alaska, on the following matter:

**A request for Conditional Use Permit (CUP) 19-07 to expand the parking area adjacent to the Seafarer's Memorial Park on Homer Spit Road from approximately 120 spaces to approximately 197 spaces. A CUP is required for parking areas according to Homer City Code 21.32.030(f). The subject parcel is lot 31 Homer Spit Amended, T. 7 S., R. 13 W., SEC. 1, S.M. HM 0890034.**

Anyone wishing to present testimony concerning this matter may do so at the meeting or by submitting a written statement to the Homer Advisory Planning Commission, 491 East Pioneer Avenue, Homer, Alaska 99603, by 4:00 p.m. on the day of the meeting.

The complete proposal is available for review at the City of Homer Planning and Zoning Office located at Homer City Hall. For additional information, please contact Rick Abboud at the Planning and Zoning Office, 235-3106.

**NOTICE TO BE SENT TO PROPERTY OWNERS WITHIN 700 FEET OF PROPERTY. THE NOTICE AREA HAS BEEN EXPANDED BEYOND THE REQUIRED 300 FEET IN ORDER TO REACH MORE BUSINESSES AND PROPERTY OWNERS**

.....

**VICINITY MAP ON REVERSE**

# Vicinity Map

City Limits

Boat Harbor

Ice Dock Rd

Fish Dock Rd

Ramp 3

Ramp 2

Homer Spit Road

Seafarer's Memorial Park.  
Proposed project would expand the  
parking lot.

Kachemak Bay



City of Homer  
Planning and Zoning Department

9/18/2019

## Request for CUP 19-07 Seafarer's Memorial Park Parking Lot Expansion

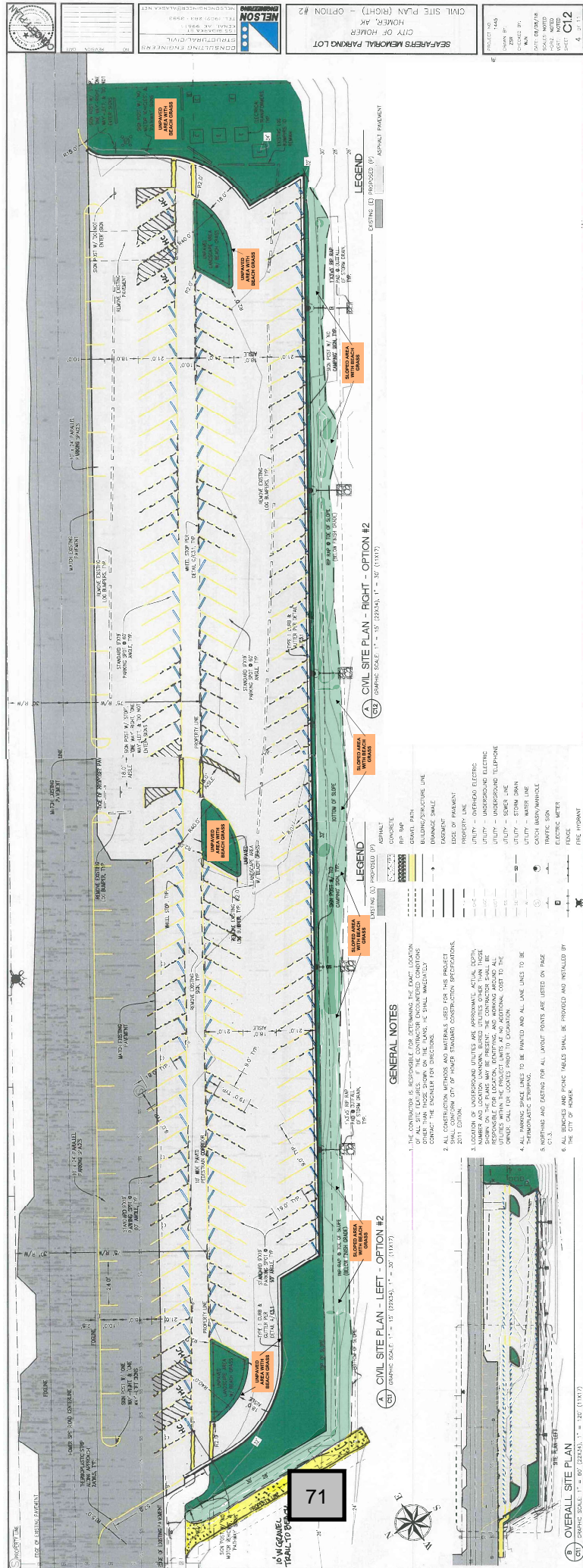
Marked lots are w/in 700 feet  
and property owners notified.

0 250 500 1,000 Feet

70

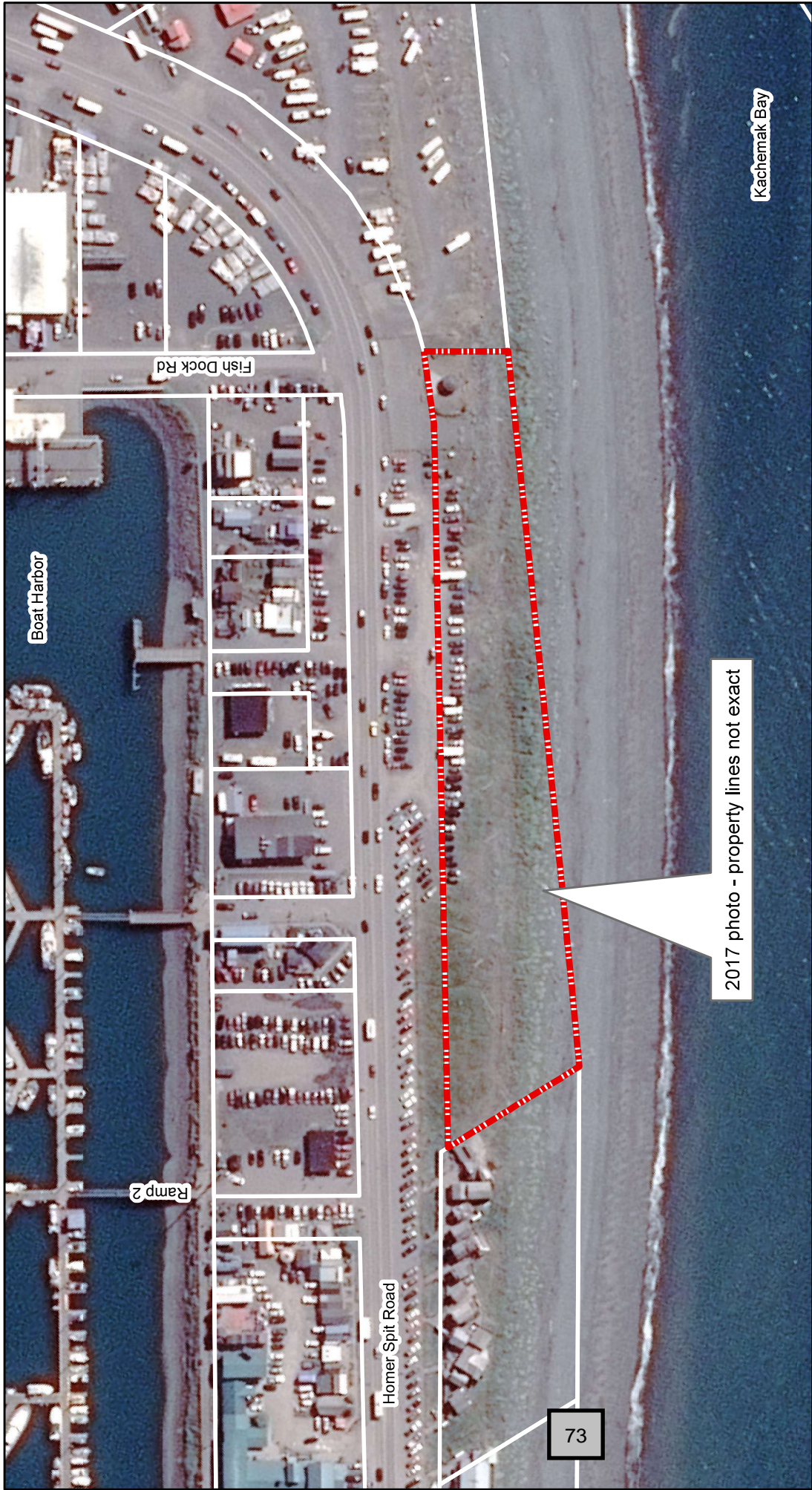


**Disclaimer:**  
It is expressly understood the City of  
Homer, its council, board,  
departments, employees and agents are  
not responsible for any errors or omissions  
contained herein, or deductions, interpretations  
or conclusions drawn therefrom.









## Aerial Map

Request for CUP 19-07  
Seafarer's Memorial Park  
Parking Lot Expansion

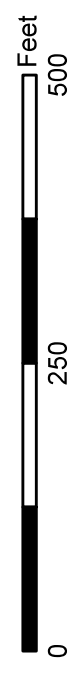


City of Homer  
Planning and Zoning Department

9/18/2019



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or conclusions drawn therefrom.*







# HOMER SMALL BOAT HARBOR

## Parcel "A" 6(f)(3) Boundary Area Legal Description:

Beginning at the west corner of Lot 28-A, Homer Spit Amended, as shown on Plat # 2017-32, recorded at the Homer Recording District, Alaska; thence 60 feet, N 31° 12' 41" E along the northwest property line of said Lot 28-A, thence leaving said northwest property line S 59° 30' 58" E, a distance of 75'; thence 60 feet, S 31° 12' 41" W to the southwest property line of said Lot 28-A, thence N 59° 30' 58" W, along the southwest property line of said Lot 28-A a distance of 75 feet to the point of beginning, containing 4,500 square feet, more or less.

## CONCURRENCE:

*Rich Ahlberg ACM*

Katie Koester  
City Manager  
City of Homer, Alaska

FISH DOCK ROAD

STERLING HIGHWAY

Lot 50

PARCEL "C"

CITY OF HOMER TIDELANDS

DIRECTOR'S LINE - TIDELAND BOUNDARY

**PRELIMINARY 6(f)(3) BOUNDARY MAP**  
LAND AND WATER CONSERVATION FUND GRANT # 02-00430  
HOMER SPIT RAMP 2 RESTROOM REPLACEMENT PROJECT

PARCEL "A"

Lot 28-A

Lot 27

PARCEL "B"

20 ft

Lot 31

Point of Beginning

250.0 ft

Scale: 1" = 200'

75

## Parcel "B" 6(f)(3) Boundary Area Legal Description:

The northwestern twenty feet (20') of Lot 31, Homer Spit Amended, as shown on KPB Plat #89-34, recorded in the Homer Recording District Alaska, T6S, R13W, S1, Seward Meridian; being a strip of land twenty feet wide, immediately adjacent and parallel to the northwest property line, and also being immediately adjacent to Lot 27; containing 3,595 square feet, more or less.

## Parcel "C" 6(f)(3) Boundary Area Legal Description:

Beginning at the west corner of Lot 31, Homer Spit Amended, as shown on KPB Plat #89-34, recorded in the Homer Recording District Alaska, T6S, R13W, S1, Seward Meridian; thence along the southwestern boundary of said Lot 31, 296.69', S 63° 54' 10" E; thence 545.92', S 64° 09' 06" E; thence leaving said Lot 31 boundary and along the southwest boundary of Lot 50, 625.71', S 64° 09' 06" E, to the south corner of said Lot 50, thence 250', S 25° 50' 54" W; thence parallel to the southwest property line of said Lot 50, N 64° 09' 06" W, thence parallel to the southwest boundary of said Lot 31, 545.92', N 64° 09' 06" W, thence 296.69', N 64° 09' 06" W, thence 250', N 25° 50' 54" E to the point of beginning; containing 367,080 square feet, more or less.

250.0 ft

296.69'

545.92'

545.92'

625.71'

625.71'

250.0 ft





**Map 5: FUTURE LAND USE CONCEPT ENLARGEMENT**

# HOMER SPIT

## COMPREHENSIVE PLAN







# HOMER SPIT

## COMPREHENSIVE PLAN

Map 6: FUTURE PARKING CONCEPT



Motion carried.

B. Staff Report 19-85, Conditional Use Permit 19-07 to allow a parking lot expansion adjacent to the Seafarer's Memorial Park on Homer Spit Road Chair Venuti introduced the item into the record by reading of the title.

Chair Venuti introduced the item by reading of the title into the record.

Deputy City Planner Engebretsen provided a summary of the Staff Report 19-85, description of the intended project and used the overhead monitor to display larger diagrams for visual assistance. She noted staff recommended approval with the three conditions noted in the report.

Chair Venuti requested declaration of any ex-parte discussion or conflict of interest regarding this matter which would include emails, conversations or discussion between Commissioners, Staff, and or the public.

Commissioner Davis declared with the narrative that he had ex parte discussion that he was a new Commissioner and his understanding of the regulation as it was written. He reported that he emailed the City Planner and the Chair a number of times asking questions and expressing opinions and that he spoke to his neighbor asking if she was aware of the this action before the Commission tonight and she expressed the opinion that it would be a shame to pave over those grassy areas.

Commissioner Davis expressed that he believed he could render an impartial decision on this matter.

Chair Venuti inquired if the Commission believed Commissioner Davis was in Conflict with this issue.

City Planner Abboud responding to Commissioner Highland's question regarding CUP process, that Commissioner Davis included Chair Venuti on the emails. Chair Venuti did not respond to any of the emails he received regarding material issues and some procedural questions. City Planner Abboud reported that he reminded Commissioner Davis that they are a quasi-judicial body and as such that any communicated on the subject must be communicated in the open so the applicant and public can rebut or comment on it as well.

City Planner Abboud then responded to Commissioner Rubalcava on the issue of speaking to someone on a CUP and what context that they could speak to someone by stating that the Commissioner's could tell a person at the first opportunity that their question or comment was a good one and that they should attend the meeting or submit it in writing to the Planning Dept for the meeting. They should also declare the content of the discussion similar to tonight and then the Commission can make a motion to declare if there is a conflict or not.

Commissioner Davis commented that he will in the future direct people to attend the meeting or submit their views during the meeting but questioned if it was appropriate for him to tell someone about the notice in the paper about the hearing on the subject.

City Planner Abboud responded that advising someone about the opportunity of the Public Hearing on a subject matter is allowed but not to go into extensive discussion on the matter and hopefully the person they were speaking with would understand that to.

Carey Meyer, Public Works Director, representing the applicant and stating that he will do his best to represent the Harbormaster in answering questions the Commission may have during their deliberations.

Chair Venuti opened the Public Hearing.

Kevin Walker, non-resident, Please do not pave paradise to put up a parking lot. He stated that it may not look like paradise but it is the only public space left on the spit. Putting in 88 and whatever more parking spaces will draw in more people and more cars which means more traffic, more pollution which leads to global warming, leads to warm water, means fish won't come back, which means that there won't be commercial fishing, sports fishing, it's all kind of out there but they are the Planning Commission and they need to start planning for long range future. He wishes that there were kids here like at a recent event on global warming and he is concerned for the long range future. There are people walking back and forth across the road and they are wanting to add 88 more cars out there. They could do coupons, get trolleys as alternatives and asked the Commission to be productive and not pave the last open space on the spit.

Nancy Hillstrand, resident, commented that there are not a lot of people here because they do not understand what is going on and that is erosion. She advocated for the creation of a park, not a parking lot, she requested a delay in the decision regarding the project. She cited the Green Infrastructure movement and work that has been done to control erosion issues in states in the south. The availability of literature on resiliency of coastal erosion that was just released, a 2016 Corps of Engineers report includes addressing Green Infrastructure. The City of Homer is behind on this and needs to adjust. This area is the last vestige where one can view what the spit looked like. She read a brief excerpt from the article regarding resiliency of coastal erosion, *"Transdisciplinary Collaboration to Enhance Coastal Resilience Envisioning a National Community Modeling Initiative. An interdisciplinary, collaborative program is needed to facilitate predictions of the inter-connected factors that will impact coastal systems and the resilience of coastal communities over the next few decades."* She stated that they were in trouble and cannot act like they did 10 years ago and cannot make arbitrary decisions based on little knowledge and requested again that the Commission delay acting on this.

Adele Person, city resident and south side resident in Halibut Cove during the summer. She understood that parking can be a problem in the summer but questioned the need for more parking for the approximate 6 weeks that it may be needed during the summer. She noted that

Alaskans have no spatial awareness as there is 20-40% fail rate as vehicles are parked with 7-8 feet between vehicles. Ms. Person commented that she could park her old Subaru in those spaces. She commended the staff in the Planning and Harbor departments for the work they do to improve the Spit. Ms. Person referred to the parking available at the new Boathouse pavilion, and the area by the Little Mermaid the lot is huge and believed there to be a 30% waste there. Ms. Person recommended reviewing what space is already used before they create new parking. She understands that July is intense, but when people say there is no parking available that just means that there is nothing available three feet from the business that they want to go to. There is the wonderful pedestrian infrastructure that can take them to any business they want to go. She does not enjoy paying for parking but when you charge for parking they always have accessibility. If you build something for free you only get more. Ms. Person provided a personal experience living in Houston Texas where they have widen the roads and traffic only increased.

Miranda Weiss, city resident and writer, a couple of years ago she wrote a column regarding the spit and various happenings out there. The Spit is a wacky mashup of industrial, wild, cute, practical, junky and gentrified. She is also a recreational boat owner. This past summer they spent quite a bit of time on the spit and were always able to find parking available. She noted that the Commission's job is a big one and they do not need her telling them that their job is nothing short of envisioning the type of community that they want to have; she hopes that that is the lens that they view this through. Ms. Weiss stated that she has done some research on parking and what she found is that every community has a desire for more parking but never is the answer, more parking, let alone free parking. She has previously worked with the Harbormaster and Public Works Director on the Boathouse Pavilion and helped determined the highest best use for the area where the former Harbormaster's Office was located was not for 12 empty parked cars it was for people and advocated the same for the grassy dune area in question. She further encouraged the Commission to postpone any action on this, take the time to gather data, study the alternatives that were provided and really think hard on ways to be proactive in making a decision on this issue.

Heath Smith, city resident, when looking at the spit, you can see the transformation over time and the increase in the size of the harbor. This is a self-perpetuated problem. The City has a long term vision to have a large vessel harbor. This will increase the number of cars that will need to be on the spit. Mr. Smith stated that he travels to the Harbor on his delivery route every day and views the increased use and need of the harbor. There is a 100-125 feet of grassland that people have started to park on their own, yes you may be able to find a spot but people are making their own parking too. He acknowledged the need for organized parking. They need to remember the growth that has happened and the planned growth for the harbor. We can say we have enough but it is obvious the need has grown.

Marianne Aplin, city resident, stated she cares a lot about spit and spends lots of time there and sending visitors also and in her 15 years here in Homer she would really hate to see one of the last natural areas paved over and echoed many of the sentiments expressed here tonight.

Chair Venuti Closed the Public Hearing and opened the floor to rebuttal by Applicant and Staff.

Deputy City Planner Engebretsen rebutted that the project would provide increased safety and additional parking in an area that is heavily visited. She acknowledged that there is a need for a larger parking discussion. That is outside of the Commission's consideration for this action before them. There was discussion on this being a paid parking but that is a policy issue which is not under consideration with this application.

Chair Venuti opened the floor to questions from Commission.

Questions presented by the Commission to Deputy City Planner Engebretsen and Public Works Director Meyer and their responses related to the following:

- How is building a new parking area is not contrary to the Spit Comprehensive Plan long term goal 1.5 to reduce the footprint and lessen the visual impact.

Deputy City Planner Engebretsen responded that it was a component of that but if your overall goal for the whole Spit is less parking or better parking and screening that is one thing but whether each individual project is going to meet that, for example the Boathouse parking does not meet that, and would be part of that larger parking conversation on managing the parking and landscaping on such projects, she did not apply the literal interpretation to this project and then referenced the phased approach used on the project.

Deputy City Planner Engebretsen responded that the 2011 Spit Comprehensive Plan contained the parking study and the plan should have been distributed to all new Commissioners. She did note that Staff has discussed a review and update to the Spit Comprehensive Plan. Ms. Engebretsen commented that when the study was conducted the Seldovia Ferry and the Harbormasters Office was not there and it covered the area from the Pier One Theater south on the western side.

- Rip Rap placement in Phase 1 and Phase 2 of the project

Deputy City Planner Engebretsen explained that there would be rip rap placement in Phase 1 and noted that paving may never happen with the exception of the ADA parking spaces.

- Consideration of suggestions submitted by the public

Deputy City Planner Engebretsen responded that she reviewed the application based on the proposal submitted. The City has the Capital Improvement Plan process and does not have a Public Design process in place.

Public Works Director Meyer added that this is the public venue where a project may be vetted by the public to encourage changes or to not do the project at all. He provided explanation on the process to present a design for a project. He did clarify that the parking would be a paid parking lot to pay for the improvements. He also reminded the Commission that tourism is the

city tax base and while there has been no official study it is clear that a significant number of people come to the Spit and leave because they cannot find a parking space that suits their requirements.

- Input was desired by Harbormaster Hawkins on the necessity of the additional parking and the substantiation of numbers on the people who have left the Spit due to lack of parking.

Public Works Director Meyer speaking on behalf of Harbormaster Hawkins noted that the Harbormaster could probably explain it better and provide some examples that support the need for the additional parking.

- The status of the existing angled parking along the road in the area of the proposed project.

Deputy City Planner Engebretsen explained that the angled parking in the D.O.T. right of way would go away and those spaces would be incorporated into the new extended parking lot.

- What type of fill materials would be used and why the parking lot would have to be paved.

Deputy City Planner Engebretsen responded that the fill materials used would be the dredge spoils capped with gravel.

Public Works Director Meyer responded that the parking lot did not require paving but since people could not parking efficiently without striping they would lose the 30% efficiency by paving the parking lot. Where this has been done the efficiency of parking goes way up.

Chair Venuti recounted anecdotal story of a proposal to put a gate at the base of the spit and charging an entrance fee.

A brief discussion ensued on the availability of parking and people just have to walk, personal experiences with parking on the Spit, the desire to preserve the natural beauty of the area and getting input from the Harbormaster on the necessity for more parking.

- Is the area or grassland in question part of the original spit or has it built up over time.

Deputy City Planner Engebretsen responded that if the Commission postpones the topic to the next meeting staff can provide a pictorial history of the area of the proposed project for review.

- Concern that placing rip rap wall at a right angle would be detrimental to the transference of the sediment

Deputy City Planner Engebretsen and Public Works Director Meyer provided clarification on the placement of rip rap to protect the toe of the slope and that the area in question is recognized as a velocity energy zone, and tides can reach quite high.

Public Works Director Meyer explained that this project has been presented to the Port & Harbor Commission and Council has approved design monies for the project. This project has not been submitted to the Corps of Engineers yet.

There was a brief discussion on process.

HIGHLAND/DAVIS MOVED TO POSTPONE THIS ITEM CONDITIONAL USE PERMIT 19-07 UNTIL THE REGULAR MEETING ON NOVEMBER 6, 2019.

There was a discussion on the additional informational for photo history or aerials on the project area in question for the existing grassy areas, description on how the project relates to the goals of the Spit Comprehensive Plan in relation to the specifically addressing the issues of ecosystems services and maintaining the value of the property in its natural functions and the safety it provides to that property and neighboring properties; Current photos or aerials of the project were also requested and if not available, attendance by Harbormaster Hawkins, clarification on where the grass and plants that will be removed from the project site will be put/stored.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **PLAT CONSIDERATION**

A. Staff Report 19-82 AA Mattox Aplin 2019 Replat Preliminary Plat

Chair Venuti introduced the item by reading of the title into the record.

Commissioner Highland requested a short recess.

Chair Venuti called for a recess at 7:58 p.m. The meeting was called back to order at 8:05 p.m.

City Planner Abboud provided a summary of Staff Report 19-82 for the Commission.

Applicants Marianne Aplin and Tony Neal explained the reason for the plat was to add a buffer to the back of Ms. Aplin home since Mr. Neal was developing the properties along Nelson Avenue.

Chair Venuti opened the Public Hearing; seeing no public present he closed the Public Hearing and opened the floor to questions from the Commission.



## CHAPTER 5 TRANSPORTATION

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*Vision Statement: Address future transportation needs while considering land use, economics, aesthetics and increasing community connectivity for vehicles, pedestrians, and cyclists.*

### Overview

This chapter is supplemented by the 2005 *Homer Area Transportation Plan* (Transportation Plan), the 2004 *Homer Non-Motorized Transportation and Trail Plan*, and the 2011 *Homer Spit Comprehensive Plan*. It augments these other documents and includes content not covered by these plans.

Transportation in Homer is an integral issue that is important to the future of the community. A small, low-density community typically has few serious transportation problems. However, summer visitation compounds traffic problems along certain routes. Problems related to circulation, parking, congestion, and bicycle and pedestrian safety will grow unless future transportation is considered in conjunction with land use, economic development, and aesthetics.

Transportation is also a key component in Homer's infrastructure, supporting businesses and economic activities. The 1989 Comprehensive Plan noted "Homer is a point where people and goods often change transportation modes to arrive at the final destination." Homer is a hub for land, sea, and air transportation. Maintaining and enhancing Homer's role as this transportation hub will support future community economic and population growth.



### Summary of Goals

A number of goals were identified during the preparation of the Transportation Plan. These goals were used as the basis for the following comprehensive plan transportation goals and objectives.

- GOAL 1:** The street system should be configured to include arterial, collector, and local streets. Through-street connections should be encouraged, while maintaining the integrity of existing neighborhoods.
- GOAL 2:** The transportation system, including streets, trails, docks, and airports, should support future community economic and population growth.
- GOAL 3:** Homer's transportation system and services should be developed in a manner that supports community land use, design, and social goals.

## Context: Transportation in Homer

Much of Homer's commercial development is spread along Pioneer Avenue, East End Road, and Ocean Drive. Homes and businesses are relatively spread out, with room provided for parking along the side or in front of most buildings. While this pattern makes it easy to get around Homer by car, it creates challenges for those who would like to have a more compact, walkable community.

Community concern, as evidenced by committee and public participation in the meetings held for the 2008 Comprehensive Plan, focused on how the community is to evolve and what it will be like to live in Homer in the future. The role of transportation is to support the development of the type of community that resident's desire. Homer residents have consistently spoken in favor of a community that has a more compact and walkable center with attractive streets that support pedestrians, bicycles, as well as cars. These objectives can be achieved. Conscious and consistent efforts to use road and property development standards that support community goals are necessary to achieve these objectives.

Awareness of the key role of transportation in community development has lead to a significant amount of local transportation planning in Homer. Relevant work includes the following plans:

- The Homer Intersections Planning Study, October 2005
- Homer Non-Motorized Transportation and Trail Plan, June 2004
- The Homer Area Transportation Plan – 2001, updated and adopted 2005
- Homer Master Roads and Streets Plan, July 1985

## Goals and Objectives for Transportation

**GOAL I:** The street system should be configured to include arterial, collector, and local streets. Through street connections should be encouraged, while considering the impact on the integrity of existing neighborhoods.

**Objective A:** Ensure that collector-level streets are planned, designed, and constructed in addition to arterials and local streets.

The primary job of arterial streets is to move traffic from one place to another, rather than to provide access to adjoining property. Arterials are generally the responsibility of the State.

Collector streets move traffic from one neighborhood to another, from local streets to arterials, or from one neighborhood to other areas of the community. Predominant travel distances are shorter than on arterial routes and consequently, more moderate speeds are typical. Collectors may provide access to adjacent properties but mobility is typically a more important function. Collectors are typically constructed, owned, and maintained by the local government. Because Alaska communities have been slow to adopt road powers and actively contribute to the development of their street systems, the importance of collector street development has often come too late to inexpensively locate and construct these streets. Homer adopted the 1986 Master Roads and Streets Plan to address the development of Homer's road network.

Local streets and roads are usually built as part of residential development, then transferred to local government ownership. Their primary purpose is to provide access to adjacent land. Local streets provide the lowest level of traffic mobility and serve relatively short distances. They provide access from individual residences to the community street network by connecting to collector-level roads. Through-traffic movement is discouraged.

Identifying future collector street locations is important for a number of reasons. Early location of collector and arterial roads reduces the chance that too much traffic will use residential streets. If subdivisions are developed with minimal land-use controls, what could be called “creeping collectors” may result. For example, an early subdivision is located close to the main road. The streets built for the subdivision are all local streets with driveways opening directly onto the streets, appropriate for serving a single subdivision. Later, a second subdivision is built behind the first. The streets built for the second subdivision are connected to the first subdivision’s streets. As houses are built in the second subdivision, traffic slowly increases on the first subdivision’s streets, and in particular on the streets providing the most direct link to the main road. If the process is allowed to continue with no thought to the location and construction of collector streets, congestion, the fair distribution of road maintenance costs, safety, and other issues arise. It is also much more expensive to establish collector-level streets in a developed area with higher land costs and limited location choices.

Early location of collector and arterial roads minimizes the cost of right-of-way. Establishing future collector routes to serve rural development would allow Homer to plan for, reserve, and over time acquire the right-of-way for the street, so that by the time it is needed, it can be designed and built cost-effectively. It is appropriate for the developers of larger subdivisions to build portions of collectors that border and serve the subdivision.

Early road location minimizes hard feelings. Without locating and designating future collector roads, subdivisions are built and lots occupied before residents know where future main roads will be located. It is far preferable for those who buy land in a development to know, for example, that the western boundary of the development will, at some time in the future, have a collector route built along it, rather than for the property buyers to expect (unrealistically) that the natural area “behind the house” will stay the way it is indefinitely.

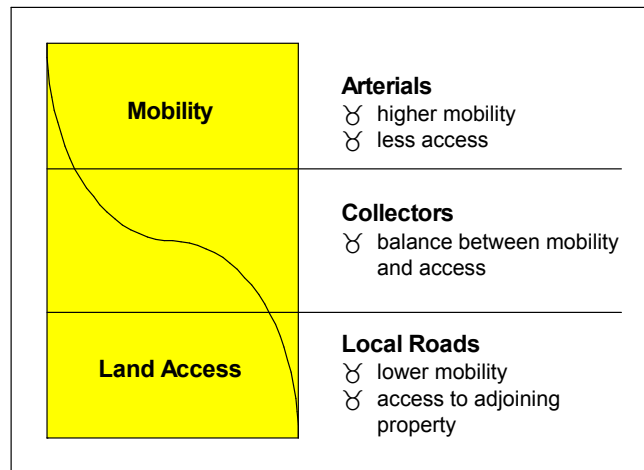
Homer has had some success in building collector routes and critical connections through the Special Assessment District (SAD) process in which residents of an area come together and cost share with the City for necessary improvements. This is one way the City can work with residents to improve Homer’s road system.

### Implementation Strategies

- Update transportation planning documents.



**Figure 2: Collector Streets and Local Streets Constructed at the Same Time**



Source: Safety Effectiveness of Highway Design Features, Vol. 1 FHWA, 1992

Figure 3: The Mobility-Land Access Relationship

**Objective B:** Roadway development in Homer should focus on establishing key street connections.

The Homer Intersections Planning Study and other plans have noted that there are a very limited number of streets and roads that provide connectivity from one part of Homer to another. For example, Homer only has two routes for getting up the hill: East Hill Road and West Hill Road. Existing roadways and intersections are generally functioning acceptably, but several are expected to be at capacity by 2020. Adding road connections will help avoid the need for additional lanes on existing streets. The Intersections Planning Study and the Town Center Plan have recommended a group of new roadway connections and roadway improvements. The street connections should be reviewed, approved and added to the City's capital projects priority list.

#### Implementation Strategies

- Address recommendations in transportation plan

**Objective C:** Homer's street system should operate at acceptable levels of service, delay, and congestion.

Similar to the residents of many small communities, Homer drivers typically experience good levels of service on the community road system. The primary exceptions to this are on Pioneer Avenue and the Sterling Highway. Both can be very busy, with slow average speeds and steady traffic that makes executing left turns onto these roads difficult.

Since it is unlikely that the community will want to expand either the Sterling Highway or Pioneer Avenue to four lanes, serving the growing community adequately will require the simultaneous development considerations. As local streets develop, the collector street network also needs to expand to avoid concentrating all through traffic on the existing arterials.

#### Implementation Strategies

- Support a complete street network

**GOAL 2:** The transportation system, including streets, trails, docks, and airport, should support future community economic and population growth.

**Objective A:** Work in concert with the State of Alaska, the Kenai Peninsula Borough, and private landowners to appropriately develop the Homer street system as the community grows.

One of the biggest challenges in recent years, related to State transportation, is the fall in oil revenues and resulting budget cuts. Reduced revenue results in less prompt snow removal, less street sweeping, fewer road repairs, and delayed maintenance and construction projects. The City needs to pay particular attention to funding opportunities and lobbying efforts to ensure Homer road projects progress in a timely manner to serve the transportation needs of the community.

#### **Implementation Strategies**

- Review and support programs that contribute to serve Homer into the future

**Objective B:** Establish a corridor preservation program.

It is important that Homer ensure that its prospective street system includes collector connections as well as arterials and residential streets. Without the designation of general route locations it will be expensive-to-impossible to build the streets after an area is developed.

A corridor preservation program should identify the location of future roads, so that when a collector-level road is needed to connect subdivisions with highways or other arterials, the right-of-way is in hand or readily available. Without such a program, the cost of acquiring right-of-way can be high for the City. The impact to the residents whose homes and businesses must be relocated or impinged upon is also significant. Locating future collectors and establishing a corridor preservation program should be an important objective of the City's transportation program. It is important to ensure that the corridor management program has a solid foundation. The Transportation Plan designated road connections that will be needed as parcels of private property develop. In the near future, the City will have to take a number of steps to identify and preserve corridors. These steps include the following:

1. Create a variety of options, such as:
  - a. fee simple purchase of land for right-of-way
  - b. require building setbacks from road rights-of-way
  - c. obtain voluntary dedications or donations of right-of-way on a case-by-case basis during the land development process
  - d. other available tools include securing options to purchase, making interim use agreements, land banking, purchase of access rights, and density credits
2. Identify existing roadway easements.
3. Finalize future corridor needs as identified in the Transportation Plan.
4. Field verify recommended corridors to make sure the routes are constructible at a reasonable cost.
5. Select alternative alignments in cases in where recommended or existing (section line) rights-of-way are not feasible.
6. Although not important (or possible, in most cases) to have a precise alignment identified before the road is designed, the designated corridors should indicate corridor needs and identify that the road location will be determined by specific engineering design studies.

7. Working with the Borough and State, reserve as much land in the corridors as possible. Consider the following measures as a basket of tools to be developed, and in some cases, codified as City Ordinances:
  - a. Require subdivision developers to contribute funds toward upgrades on roads that will be more heavily used as a result of their subdivisions.
  - b. Deny requests for waivers by subdivision developers who prefer not to improve roads to City or Borough standards.
  - c. Utilize criteria for right-of-way exactions and a process for determining the amount of right-of-way dedication that is roughly proportionate to the impact of the proposed development.
  - d. Provide a reduction or reprieve from property taxes on property subject to corridor preservation restrictions; e.g., by removing property from the tax roll, reducing the tax rate for preserved land, or providing a tax credit.
  - e. Offer an option for clustering developments by reducing setbacks or other site design requirements to avoid encroachment into the right-of-way.
  - f. Utilize procedures for intergovernmental coordination between the City, the Borough, and Alaska DOT&PF.

#### **Implementation Strategies**

- Identify and support corridor preservation program

**Objective C:** Enhance and protect the Spit's critical role in regional marine transportation, and improve traffic flow and safety on Homer Spit Road.

The Homer Spit Plan further describes goals and objects for transportation on the Spit.

#### **Implementation Strategies**

- Support efficient provision of transportation routes on the Homer Spit

**Objective D:** Work in concert with the State of Alaska to maintain and improve the Homer Airport.

The Homer Airport is owned and operated by the State Department of Transportation, but the City of Homer owns and operates the terminal building. The airport provides a 6,700-foot long by 150-foot wide asphalt runway and a 3,000 by 600-foot seaplane "runway" and an adjacent seaplane base on Beluga Lake. The airport is equipped with IFR (instrument flight) capability. The city is served by several scheduled and chartered aircraft services.

The Homer Airport Master Plan provides long-range goals for airport improvements. Current priorities include constructing parallel taxiways and expanding the south apron, replacing the rescue and firefighting building, constructing a chemical storage building, and procuring a de-icing truck. Improvements are also being planned for floatplanes on Beluga Lake, such as the recently completed haul out road.

It is in the interest of the City of Homer to support a well maintained and improved airport facility. The airport and related support facilities amount to a vital economic engine that contributes to the local economy. Development decisions near the airport should take into account the externalities that exist with current and future operations.

### **Implementation Strategies**

- Keep conflicts with airport to a minimum

**GOAL 3:** Homer’s transportation system and services should be developed in a manner that supports community land use, design and social goals.

Homer has expressed a consistent opinion as to how the city should grow and the “look and feel” that residents want for the community. Key desires include a more focused and walkable downtown, a more walkable and bike-able community, and the development of an attractive community that mirrors the natural beauty of Homer’s setting. The community roadway system is an important component of Homer’s development and plays an important role in whether the community’s goals will be realized.

In general, all of the pedestrian improvements noted in other adopted plans and included in this plan will benefit children, the elderly, and citizens with disabilities. Homer remains a desirable location for retirement living. As the population over 65 years of age continues to grow, consideration of the transportation needs of the aging population continues to be important. Without linked sidewalks, trails, crosswalks, and pedestrian ways, it is often difficult for seniors to navigate on foot and often impossible for those with disabilities that require a wheel chair.

Additionally, there is a need for community transit type services to serve less mobile populations, such as seniors and residents with disabilities.



**Objective A:** The trail and sidewalk network should provide an alternative to driving, enhanced recreational opportunities, and support auto-free transportation throughout the community.

The 2004 *Homer Non-Motorized Transportation and Trail Plan* provides a comprehensive examination of walkability and bike-ability in Homer. The plan reveals a limited number of comfortable pedestrian routes and public concern over the lack of safe places to walk. A combination of increasing traffic on through-routes, limited sidewalks, and unconnected, low-traffic-volume streets has contributed to the shortage of comfortable pedestrian routes. In a small community, it is reasonable to expect substantial non-motorized travel if the trails and sidewalks are in place to support walkers and bikers. The plan suggests a number of improvements to make Homer more walkable and bike friendly.

### **Implementation Strategies**

- Encourage alternate transportation



**Objective B:** City street design standards and cross sections should be bicycle and pedestrian friendly, and include provisions for the elderly, citizens with disabilities, and safe walking routes for children.

Street design should follow elements of complete streets. enable safe access for all users, including pedestrians, bicyclists and motorists of all ages and abilities. The development of a comprehensive sidewalk and trail system will require that the appropriate facilities be included with the construction of each new street. Important elements include standard designs for sidewalks, trails, street side planting, paving requirements, and the inclusion of traffic calming elements in residential streets.

The Homer Non-Motorized Transportation and Trail Plan (2004) provides sample street cross-section designs with locations for both pedestrian and bicycle facilities. These or similar cross-sections should be adopted as standards for the community core. A second set of cross-sections should be developed for more outlying areas. The primary differences between the two would include the presence of curb and gutter and facilities on both sides of the street in the community core, with facilities on one side of the street and no curb and gutter in the outlying areas. A key element of the maintenance of roadside trails in Alaska pertains to how snow is handled. Sidewalks next to the street only work if snow is plowed to the center of the street. For outlying areas with a trail along the side of the road, a key design element is sufficient trail setback to allow plowing and stockpiling of snow between the road surface and the trail.

Landscaping improves the attractiveness of streetscape, making both motorized and non-motorized travel more pleasant. Plantings can be combined with specialty sidewalk or street pavements to highlight crosswalks, bulb-outs, and other features. Alaska designs also need to incorporate temporary snow storage and snow removal.

Traffic calming has been successfully used on residential streets to reduce the speed of traffic while not limiting auto access. A feature often used in town centers is the sidewalk bulb-out or neckdown at intersections. Bulb-outs have the combined benefits of slowing traffic somewhat and shortening the distance pedestrians must cover to cross the street. They also provide additional sidewalk space for trees or other plantings.

### Implementation Strategies

- Support complete street provisions

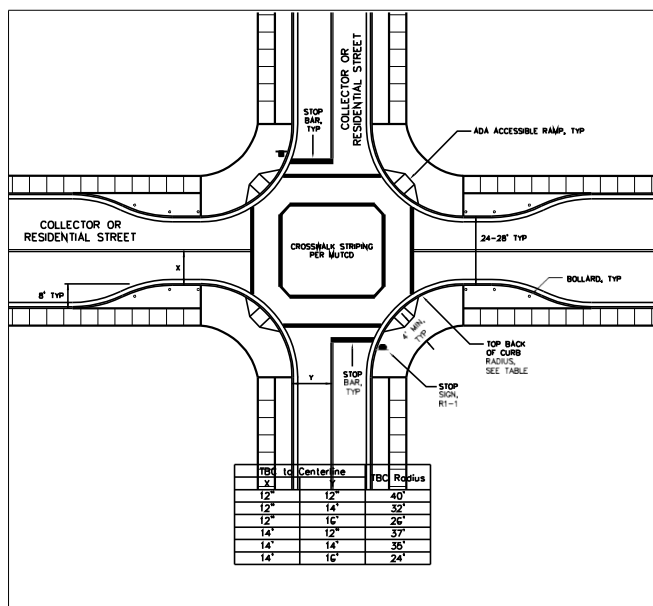


Figure 4: Neckdown or bulb-out (Municipality of Anchorage Traffic Calming Protocol Manual)



**Objective C:** Support community transit service to enhance mobility, support compact development, and help achieve social goals including provisions for the elderly, citizens with disabilities, and safe walking routes for children.

There are two aspects of transit in Homer that are worthy of consideration and development. The first is service for community residents who, due to disabilities or other reasons, are not able to provide their own transportation. The second aspect is service for visitors to enhance the connection between central Homer and the Spit.

For community residents with limited mobility, similar operations in other Alaskan communities use



Figure 5: CARTS First Wheelchair Passenger

a combination of vehicles owned by the private-nonprofit agencies and the transit system. On the Kenai Peninsula, Central Area Rural Transit System Inc. (CARTS) provides a ride sharing service, for a fee, to people with reduced mobility or special needs. The advantages of this type of transit organization are that the combining of user groups can result in the vehicle fleet being more efficiently utilized and operations are more productive. Operating costs are low, and these systems have typically been established as demand-responsive small bus or van service rather than the fixed-route bus systems typically found in larger communities.

As of 2016, Homer businesses and nonprofits offer transit to both community residents and visitors.

For summer visitors, a private company offers a popular trolley service between the Spit and downtown. For special populations, the Homer area has two purchase-of-service voucher programs using contracted cab companies. One is for general public rides using public transportation funds through CARTS, the other provides subsidized rides for the elderly, and persons with disabilities. Additionally, the Ninilchik Village Tribe will receive federal funding to initiate public transportation services for community and tribal members in Ninilchik and Kenai Peninsula, in the amount of \$300,000 in FY 2016.

### Implementation Strategies

- Support opportunities for public transportation

## Transportation Implementation Table

Table 8. Chapter 5, Transportation Implementation Table

Project	Timeframe				Primary Duty
	Near Term	Mid Term	Longer Term	Ongoing	
Goal 1 – Encourage Street Connections and Maintain Neighborhoods					
1-A-1 Update the 1986 Master Roads and Streets Plan.	x				City
1-A-2 Update the 2005 Transportation Plan as needed.		x			City
1-B-1 Improve Heath Street and Pioneer Avenue Intersection.		x			City AKDOT
1-B-2 Construct connections between West Hill Road and Fairview Avenue.			x		City Private
1-B-3 Link the disconnected portions of Fairview Ave through central Homer.		x			City
1-B-4 Continue to acquire land for the planned east west connection from Bartlett to Lake Street.				x	City
1-C-1 Develop a more complete street network including collector connections, rather than two main roads with local streets that feed them, in order to avoid the need for wide, high-volume arterials.				x	City
Goal 2 – Transportation System Should Support Community Growth					
2-A-1 Continue to ensure adequate streets are built by private and public sponsors that keep pace with current and support future community development.				x	City
2-A-2 Utilize the State of Alaska STIP process and capital budget requests to continue to build, maintain and upgrade State roads within and near the City.				x	City
2-A-3 Update the 2005 Transportation Plan to reflect policies that will result in the desired road network.	x				City
2-B Establish a corridor preservation program (see Goal 2, Objective B for steps).	x				City
2-C-1 Enhance the connectivity and infrastructure needed to support deep water dock cargo activities and Main Dock Areas.				x	City
2-C-2 Limit number of access points to Homer Spit Road.				x	City AKDOT
2-D-1 Consider issues such as noise impacts and safety hazards in the permitting of new housing and development near the airport.				x	City

Project	Timeframe				Primary Duty
	Near Term	Mid Term	Longer Term	Ongoing	
2-D-2 During the zoning map amendment process discussed in the Land Use Section, consider the relationship of the airport and surrounding development. Evaluate and amend the map accordingly.	x				City
2-D-3 The City of Homer will participate in planning activities and comment on plans involving the maintenance and improvement of the airport.				x	City
<b>Goal 3 – Develop Transportation System to Further Land Use, Design, and Social Goals</b>					
3-A-1 Build pedestrian/bicycle friendly street networks.				x	City
3-A-2 Implement the Non-Motorized Transportation and Trail Plan. Pages 15-19, 26-31, and 33-36 list specific improvements.				x	City
3-B-1 Develop bicycle and pedestrian-friendly standard street designs and cross-sections.	x				City
3-B-2 Create standards for traffic calming, streetscape design, and landscaping.	x				City
3-B-3 Adopt cross-sections for bike and pedestrian facilities in the downtown core.	x				City
3-B-4 Amend the Site Design and Connections sections of the 1986 Design Criteria Manual for Streets and Drainage to ensure compliance with the site accessibility requirements set forth in the Americans with Disabilities Act.	x				City
3-B-5 Consider snow removal and maintenance concerns in design standards.	x			x	City
3-B-6 Include sidewalks and trails as appropriate in the construction of new streets.				x	City
3-B-7 Develop non-motorized transportation routes in accordance with the Americans with Disabilities Act.	x			x	City
3-B-8 Work with parents and school groups to create safe walking routes to schools and after school locations frequented by Homer’s school aged children.	x			x	City
3-C-1 Continue to support enhanced mobility via community transit through private-nonprofit client services.				x	City
3-C-2 Support nonprofit and private sector efforts to continue shuttle bus service from the Spit and providing a loop around downtown Homer.				x	City
3-C-3 Support the establishment of a community transit service.				x	City



# HOMER SPIT

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## COMPREHENSIVE PLAN



City of Homer, Alaska

Adopted November 1, 2011

USKH



# Acknowledgements

A special thank you to everyone at the City of Homer for their support and assistance with this planning effort:

**Mayor**

James Hornaday

**City Manager**

Walt Wrede

**City Council**

Kevin Hogan  
Barbara Howard  
David Lewis  
Francie Roberts  
Beth Wythe  
Bryan Zak

**Planning Commission**

Sharon Minsch, Chair  
Tom Bos  
Gretchen Druhot  
Roberta Highland  
Kent Haina  
Ray Kranich  
Jeff Sinn  
Franco Venuti

**City Planner**

Rick Abboud

**Public Works Director**

Carey S. Meyer

**Port Director/Harbormaster**

Bryan Hawkins

**Planning Technician-GIS**

Julie Engebretsen

**Planning Technician-****Code Compliance**

Dotti Harness

**Administrative Assistant**

Shelly Rosencrans

We also would like to acknowledge all of the many interested community members who attended public meetings and provided email input to the planning project.



"Where the land ends  
and the sea begins"

# HOMER SPIT

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## COMPREHENSIVE PLAN



**City of Homer, Alaska**

Adopted November 1, 2011

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# Homer Spit

## Comprehensive 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.







# 1. Introduction

The Homer Spit is an intriguing natural phenomenon. It is one of the longest occupied natural sand spits in the world, extending southeast from the City of Homer, approximately 4.5 miles into Kachemak Bay. The Spit is a natural, dynamic system, which is constantly being shaped by deposition and erosion of sediments. The Spit is sensitive to changes in the natural environment and to human activities, both on the Spit itself and in the uplands of the mainland.

The Homer Spit is a lot of things to a lot of different and diverse groups of people. The Spit is unusual in that so much of it is owned by the City of Homer. The Spit was the site of the town's first settlement and survived the 1964 Good Friday earthquake. In more recent times, it has emerged as the centerpiece for Homer's tourism industry. It is a working port and harbor, a wildlife refuge, a place for outdoor recreation, and a place for employment and business. An economic engine for the region, it is the center of Homer's thriving

**"The beauty of the whole scene:  
boats, birds, a place to go walking.  
Access to boating and the ferry.  
This is our greatest treasure; let's  
not mess it up."**

**~ Workshop participant**

fishing industry and has become one of Alaska's most popular tourism destinations.

As one enters the City from the north and experiences the view of Kachemak Bay, the surrounding mountains and glaciers, the focus of attention is naturally drawn to the Spit as a place to investigate. This update of the City of Homer Spit Comprehensive Plan is similar to that view, focusing attention on current issues, defining a vision, and setting a course of action for the future.

The Homer Spit Comprehensive Plan was excluded from the overall city comprehensive plan update, which began in 2006. It was determined the Spit was such an important community feature it deserved and required



*The Spit in the winter features some open businesses and an active harbor, but many shops are closed and boarded up.*

its own planning effort. Some of the issues identified by the City to address in the plan include:

- Increasing traffic congestion
- Parking
- New demands for public services
- Future land use, zoning, and development
- Encouraging economic development without compromising the unique character of the Spit

Future comprehensive planning efforts should integrate the Spit with the rest of the community, rather than separating these geographic areas into different planning documents.

## Purpose of the Plan

The Comprehensive Plan describes existing conditions and defines a preferred future development plan. The Plan recommends public improvements for this unique and special place and addresses future land use and zoning, parking, pedestrian issues and conservation. The Plan will serve to guide the Planning Commission, the City Council, and other community leaders and businesses as they make decisions related to the Spit over the next 20 years.

## The Planning Process

The planning process began in April 2009 with a contract for professional services. The planning process has included ongoing public involvement opportunities, including to date five public

planning workshops, as well as ongoing input, work sessions, and discussion with the Planning Commission.

A project website was established from the project outset to provide information to interested persons. The website, [www.homerspitfutureplan.com](http://www.homerspitfutureplan.com), provided meeting notices, summaries of community meetings, and draft documents. It also provided an email feedback function that a number of people used to provide comments.

In August 2009 public involvement workshops were held to introduce the project and identify community concerns, issues, and opportunities.

In September a second round of workshops were held, which were well attended by interested citizens, property owners, and business owners. Back-to-back workshops on September 10, 2009, included opportunities to comment on maps, a presentation about the planning process, and comments/suggestions from participants.

In October 2010, a final open house took place following the release of a public review draft plan. Participants discussed the draft plan, its recommendations, and provided comments.



*Expansive tidal flats attract numerous shorebirds.*

**“Recognize the unique bird habitat of the Spit.”**

~ Workshop participant





*Citizens cover a wall with notes expressing their opinions and concerns at a public planning workshop.*

In addition to public meeting input, a number of people submitted comments through the project website. These comments and ideas were used as a basis for planning recommendations, and representative quotations are included throughout this report.

After the initial phase of public input, a number of major themes and issues emerged from the public comments:

- A desire to make the Spit a better, year-round destination for locals and visitors alike.
- The Spit has great potential for economic/ industrial development and the creation of year-round, family sustaining jobs. Tourism development should not compromise this potential and land should be designated for industrial-type development. A balanced mix of tourism and maritime industry is needed.
- The need for improved transportation alternatives, including bicycles, pedestrians and shuttle buses.
- The recognition of the unique coastal bird habitat and sea mammal environment.
- Improve access, condition, and amenities of existing parks and open places and consider adding more parks, open space, a kayak launch, fishing dock, and a community central gathering place.
- Parking is a major issue.

**“The Spit is really Alaska's jewel and should be a place for everyone.”**

*~ Workshop participant*

- Concern about future residential developments.
- Reduce pedestrian/vehicle conflicts.
- There is a desire for more overslope development (boardwalk of shops, restaurants, and services, etc.).
- Great opportunities for public art.
- Consider zoning that is unique to the Spit.

Over the fall, additional discussions, input, and research were completed and a “framework document” was released in January 2010 as a focal point for community discussion and to solicit additional direction from City Planning staff, the Planning Commission, and the Port and Harbor Advisory Commission. Additional public comments were received including:

- Recognize the importance of shorebird habitat for birds and the economic value for Homer.
- Adopt design standards for new construction, and to screen industrial activities.



*Residents marked up maps highlighting site-specific concerns, ideas, and needs associated with the project.*



*The lighthouse tower of the Salty Dawg is a famous Spit landmark.*

**“There is an "old" attitude of industrial vs. tourism vs. commercial fishing on the Spit, and in reality all three are important. They each bring value and demonstrate we are an active, viable port—not just the end of the road.”**

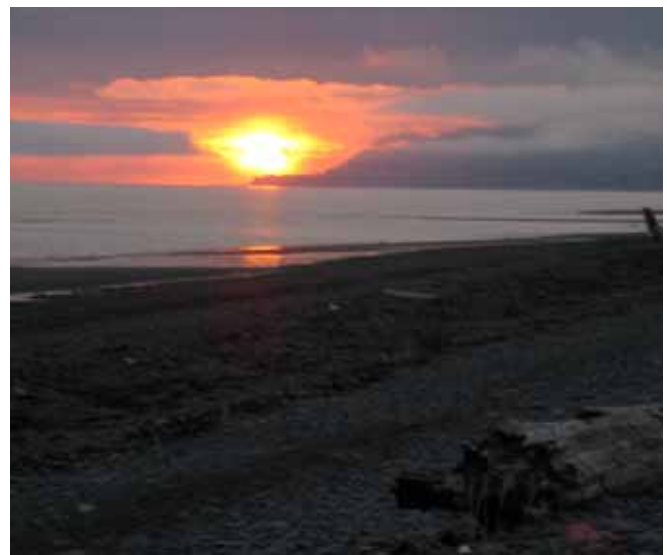
**~ Workshop participant**

- Create a viewing platform to observe the fish dock.
- Recognize the value of beach rye grass and encourage retention along the edge of the harbor and along parking areas and roads to help control dust and storm water erosion (rather than planting more formal landscaped areas).
- Continue to implement clean harbor operations to reduce harbor pollution.
- Keep the open space character and viewsheds of the Spit.
- Reduce the need for a conditional use permit for customary activities along Fish Dock Road. Allow maintenance, security, and crew quarters area-wide on the Spit.
- Make improvements to the Deep Water Dock area using cruise ship tax revenue to serve tourists (restrooms, guard shack, covered waiting area, etc.).

In terms of the overall planning process, the Spit Comprehensive Plan has followed a progression of research, community participation, study, and brainstorming. Listed below are the major steps that led to its formal adoption as an element of the Homer Comprehensive Plan:

- Gather Information
- Research and Analysis
- Community Involvement
- Parking Study
- Future Development Concepts
- Framework Plan
- Community Review / City of Homer Planning Staff and Planning Commission Revisions
- Draft Comprehensive Plan
- Community Involvement and Revisions
- Planning Commission Review and Approval
- City Council Review and Approval
- Borough Assembly Adoption (Ordinance 2011-38, Amending KPB 2.56.030)

Adopted on November 1, 2011, the Homer Spit Comprehensive Plan is the end product of this planning progression. The result strongly reflects input from citizens, the Spit business community, the Planning Commission, and City staff.



*Residents value the Spit's open space character and viewsheds.*



## 2. Background Data & Existing Conditions

### The Homer Economy

The economy of Homer and the surrounding region is based upon commercial fishing, government, services, and tourism. The area has grown and prospered in recent years due to growth of these sectors. The Homer Spit is a major contributor to the regional economy as a hub for the commercial fishing industry and as one of Alaska's premier tourism destinations.

The recently adopted 2008 Homer Comprehensive Plan addressed the community's economy, as summarized below:

- Homer needs room to grow, in a way that respects the community's character as well as addresses concerns such as sprawl and climate change. The plan should designate locations and patterns for new growth, with consideration of needs like expanded water and sewer service.
- Tourism is likely to stay strong and grow.

**“Wouldn't it be great to upgrade our Coney Island image? We would definitely have the ability to have higher lease rates.”**

*~ Workshop participant*

- The natural environment is important to Homer's economy and way of life. The community clearly desires to maintain the natural environment. New strategies will be needed to protect this environment as the community grows – particularly regarding drainage, erosion, and open space.
- Homer has a diverse, vibrant economy that builds from the community's strengths and character. The community will need to work to enhance and preserve economic opportunity.
- Lastly, it is likely these trends will continue, and Homer will face new forms of challenges and opportunities tied to growth.



## Land Use

A variety of land uses have evolved over time on the Homer Spit and created a unique sense of place. Uses include marine-related industrial and commercial, including fishing and fish processing, the harbor and harbor related business, the marine highway terminal, port facilities, fuel storage, retail, lodging, camping, parking, and recreational, conservation, and public land uses.

RV and tent camping is a major land use. Opportunities include tent camping on the beach with several public and private campgrounds. In the last decade, new residential condominium units have been developed near the end of the Spit. Combined with a hotel resort, and seasonal worker's makeshift lodgings squeezed into the commercial district, residential is a small but very visible land use on the Spit.

A map showing major Spit landmarks is provided on pages 7-8. The table and pie chart at right show the approximate distribution of land uses on the Homer Spit by major category. Note that while many tidal lands making up portions of parcels within the acreage may be unusable for development, such lands are valuable for many conservation and economic purposes including tourism, fishing, clamming and recreational activities. A generalized land ownership map for the Spit is provided on page 43.

The City of Homer's existing zoning code currently has four designations that apply to the Homer Spit. These are Marine Commercial (MC), Marine Industrial (MI), Open Space-Recreational (OSR), and Conservation (CO). Current codes and a zoning map are available on the City's website.

**"We need to keep some of this [city land] as parking but we also need to get the property leased and get some new harbor businesses going."**

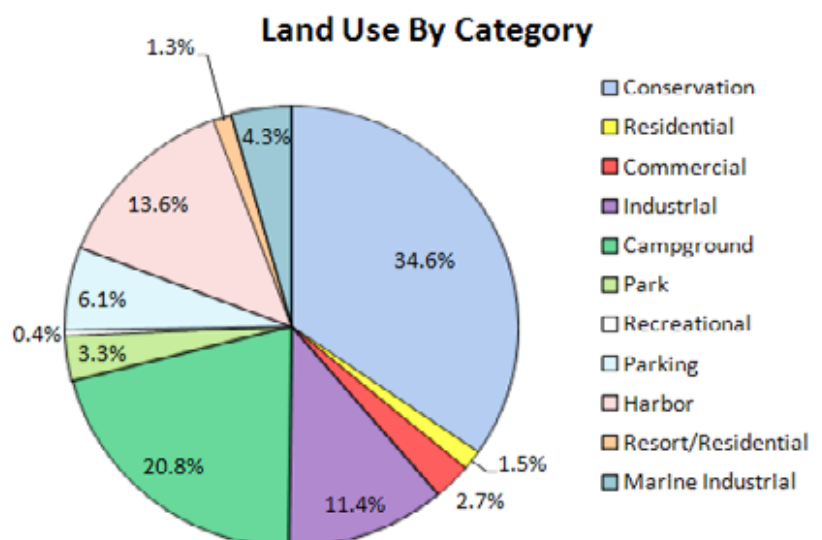
~ Workshop participant



*Seasonal worker's residence on the Spit.*

#	Usage	Approximate Acreage <sup>1</sup>	Percentage
0	Conservation	≈ 189.7	34.6%
1	Residential	≈ 8.19	1.5%
2	Commercial	≈ 14.67	2.7%
3	Industrial	≈ 62.64	11.4%
4	Campground	≈ 114.14	20.8%
5	Park	≈ 18.26	3.3%
6	Recreational	≈ 2.18	0.4%
7	Parking	≈ 33.34	6.1%
8	Harbor	≈ 74.31	13.6%
9	Resort/ Residential	≈ 7.25	1.3%
10	Marine Industrial	≈ 23.35	4.3%
TOTAL:		≈ 548.03	100%

<sup>1</sup> Acreage includes tidal lands



# Map 1: South Spit Landmarks



Barge Basin



Kevin Bell  
Ice Arena

## Symbol Legend

- Public Park
- Public Restroom

Pier 1 Theater



Nick Dudiak  
Fishing Lagoon

Dredge Piles

Boat Launch Ramp

RAMP 5

RAMP 6

Boat  
Harbor

RAMP 4

RAMP 7

RAMP 8

Coal Point  
Commercial District

RAMP 3

Harbormaster's

RAMP 2

Salty Dawg Saloon

RAMP 1

Fuel  
Docks

Coal Point Park

Fish Dock,  
Ice Plant &  
Processing

Seafarer's Memorial

Dredge De-Watering  
Site (seasonal)

Fuel  
Tanks

End of the Road Park

Land's  
End



Deepwater Dock:  
Freight Shipping  
Cruise Ship Arrival



Pioneer Dock:  
Alaska Marine Highway  
U.S. Coastguard



## Map 2: North Spit Landmarks

Mariner Lagoon

Mud Bay

### Symbol Legend



Public Park



Public Restroom



Wildlife Viewing  
& Parking Spot



Wildlife Viewing  
& Parking Spot



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*An interpretive sign guides birdwatchers along the Spit bike and walking path.*

## Natural Environment

The coastal area of the Spit is a marine and tidal environment, attracting numerous shorebirds and marine animals. The Spit is a nationally recognized birding area, and has international recognition due to the number of birds that pass through the area during annual migrations.

The Mud Bay and Mariner Lagoon areas are part of the Western Shorebird Reserve Network (WSRN). With a tidal range greater than 28 feet, Kachemak Bay has expansive tidal flats and provides a rich shore environment for wildlife. Kachemak Bay is also a State of Alaska designated Critical Habitat Area, which was supported by Alaskans statewide.

Much of the Spit's upland environment has been altered over time. The Spit was severely impacted by the 1964 earthquake as the elevation dropped significantly, although some

of that displacement has rebounded over time. Material from the subsequent excavation of the existing boat harbor and annual dredging was used to fill the Spit and raise the elevation of some of the land to the present level.

### *Tsunami Hazard*

Kachemak Bay is situated in an active seismic area of Alaska. A tsunami analysis entitled "*Tsunami Hazard Maps of The Homer and Seldovia Areas, Alaska*" was published by the State of Alaska Department of Natural Resources, Division of Geological & Geophysical Surveys, in 2005. This report considered two earthquake scenarios and estimated tsunami inundation for Homer and Seldovia. It did not model the inundation by waves that might be generated by local submarine or underwater landslides, or the inundation from a debris avalanche generated by eruption of nearby Augustine Volcano.



*Signs designate the Tsunami Evacuation Route.*

The summary of the study concludes *“neither of the modeled scenarios results in inundation of the entire Homer Spit. However, it is important to note that the Border Ranges fault scenario results in flooding of a portion of the Spit and the road for a distance of approximately 0.3 mi (0.5 km) near the head of the Spit. Because this flooding may occur repeatedly during a tsunami, it is possible that the road may be washed out, cutting off the evacuation route from the Spit. Even though our numerical modeling does not show inundation of the entire spit for the scenarios we used, we recommend that evacuation of the Spit be a mandatory part of any tsunami evacuation plan.”*

The report ends with the statement *“because of the uncertainties inherent in this type of modeling, these results are not intended for land-use regulation.”* Thus, common sense must prevail in developing plans for the Homer Spit. Tsunami warning sirens and evacuation signs are currently in place and consideration should be given to provide additional warning siren locations and evacuation plans. Signage may also be added at public locations to educate the public about tsunamis and what the sirens mean.

### *Flood Hazard*

In 2003, the City of Homer joined the National Flood Prevention Program and adopted regulations for development in flood zones. In general, the Federal Insurance Rate Maps identify the Spit as a Coastal High Hazard

Area. The Spit’s shoreline is in the “Velocity Zone,” which is characterized by coastal wave action with tidal surges and high energy, wind-generated wave action. The Spit is subject to constant coastal erosion. Much of Homer Spit Road is protected by large rock rip rap to absorb erosive wave energy.

The Flood Standards aim to minimize exposure to flood damage while protecting the functions of the coastal zone. Meeting these development standards is costly. Buildings and boardwalks must be designed and certified by an engineer or surveyor that the pilings will withstand a 100-year flood event and that the structures are elevated properly. In order to provide this assurance, expensive engineering may be required, further increasing development costs. Additionally, engineers and surveyors have disputed the elevations on the Flood Insurance Rate Maps. FEMA intends to resolve the inconsistencies with a new comprehensive coastal restudy of the Homer Spit starting in 2010, which may result in new flood plain mapping.

### *Climate Change*

Alaska is experiencing the impacts of global climate change. It is predicted that general warming of the oceans and potential melting of the Greenland and Antarctic ice sheets will impact coastal areas around the world, by raising water levels by the end of this century and beyond. Experts predict more frequent



*The Deep Water Dock is where cruise passengers arrive in Homer. Although workable, the site lacks amenities and is distant from visitor destinations, requiring shuttling.*





*The mixing of pedestrian and automobile traffic during the busy season poses potential safety issues.*

and severe storms, accelerating erosion of the shoreline. This forecasted effect of climate change may greatly impact the low lying Homer Spit and should be considered in planning efforts. The City of Homer's Climate Action Plan is an excellent resource.

## Transportation

The Spit is served by the 2-lane Sterling Highway (Homer Spit Road). The highway is under the jurisdiction of the Alaska Department of Transportation (ADOT). A June 2009 traffic count indicates an average daily traffic (ADT) total of 3,540 vehicles for the month. Annual traffic data from 2007 indicates an annual ADT of 4,125 vehicles. The 2007 monthly ADT data ranges from a low of 1,636 vehicles in January to a high of 8,959 vehicles in July. The highest daily traffic counts occurred on several consecutive days in May of 2007 and were in excess of 10,500 vehicles. The next highest daily counts occurred in July and were in excess of 10,000 vehicles.

The State Highway Marine Terminal is adjacent to the Pioneer Dock near the tip of the Spit. Ferry service provides access to Seldovia, Prince William Sound, Kodiak Island, and the Aleutian Chain. Also based at Pioneer Dock is a U.S. Coast Guard Cutter with on-shore storage and facilities. Security and parking for staff are important practical issues associated with these sites.

Homer's Deep Water Dock is located on the eastern edge of the Homer Harbor. Its separation from the main activity center of the Spit works well when industrial vessels use the dock; however, recent cruise ship arrivals (nine vessels in 2010) have found the lack of amenities and distance from the commercial core of the Spit a challenge. Time and effort shuttling large volumes of passengers reduces visitors on-the-ground time for shopping, excursions, and sight-seeing.

Although proximity can be an issue, especially for elderly visitors, in general the Spit is very walkable, including along the beach (especially at low tide), on the commercial district boardwalks,



*Commercial development on the Spit with specialty shops and restaurants connected by a boardwalk.*

and along harbor docks. The busiest areas of the Spit can experience heavy foot traffic mixing tourists, boat owners, and a variety of carts and vehicles for staging and shuttling. Visitors watching the busy scene sometimes are in the way, causing a safety hazard especially in the vicinity of Fish Dock Road where forklifts, trucks, and utility vehicles are often in use. Additional safety concerns for pedestrians include crossing the busy Homer Spit Road, and parking areas where pedestrian access is not defined.

A separated bike and walking path parallels the highway from the mainland to just west of Freight Dock Road. The City is currently planning the continuation of the bike and pedestrian path from its current terminus to the end of the Spit.

### Existing Parking Facilities and Policies

With vehicular parking a primary issue on the Spit, a parking study was conducted as part of the planning process. The goal of the parking analysis is to address these parking issues:

- Pedestrian safety
- Short and long-term recommendations
- Signage
- Parking lot design
- Parking policies, such as free vs. charge, time limitations, etc.

Parking is also a primary community concern as expressed by public comments at planning workshops and email feedback from the project website. The Port and Harbor Department is responsible for management of parking on the Homer Spit. A map showing existing parking facilities is included on page 14. Public parking facilities consist primarily of gravel open areas. Most parking is located around the harbor area and at the fishing lagoon. In recent years, several parking areas located near the marina ramps have been paved and designated as fee parking.

Portions of public and private parking areas are located within the ADOT right-of-way (ROW). The City is currently negotiating an agreement with the ADOT for management of the parking areas located in the ROW.

Organizing the gravel open areas for an efficient parking pattern and traffic flow is a challenge.

**“The Spit Trail has been an excellent addition funded through Fed Hwy \$\$\$. It has increased family use, bicycle, and walking our new "track." The extension will be welcome and tie the beginning into the end.”**

*~ Workshop participants*



*Pedestrians and bicyclists use the Spit pathway extensively.*





*Unmarked gravel lots create some unique parking patterns. As currently configured they also tend to drain poorly and become riddled with puddles when it is rainy.*

Temporary pylons and rope are often used as an attempt to guide and organize parking. There is no signage identifying parking areas, except for the paved fee parking sites.

There are no existing parking areas for the large number of RVs and other large vehicles that visit the Spit, resulting in sometimes chaotic parking patterns.

Other than the few paved areas designated for fee parking, all other areas are designated as free parking for up to seven days. Thus, areas considered prime parking for day users and retail customers are used extensively by long-term parkers. There are few areas designated for short-term parking and delivery/service vehicles for commercial areas.

In 2010 the Port began more rigorous parking enforcement for vehicles and trailers, installed more signage, and created a 15-foot wide and 230-foot long loading zone in front of a busy boardwalk. This not only allowed delivery trucks to get off the street and unload, but also created greater visibility for the businesses along the boardwalk strip. In key areas, especially along the highway, parking spaces were limited to vehicles under 20-feet, which greatly improved visibility and safety for pedestrians and motorists moving through congested areas.

**“I can see the increasing congestion on the Spit, particularly around the shops. For visitors just going out to the Spit to shop, sightsee, or catch a water taxi, public transit will eliminate the need to find that elusive parking spot on the Spit.”**

**“Give consideration to the many elderly and disabled persons who enjoy visiting the Spit on a regular basis and who will not be comfortable or inclined to use a shuttle. Not everyone is able to walk around and carry their belongings and remain exposed to the elements outside the protection of their own vehicles.”**

**“Need more parking.”**

**“Consider a parking garage.”**

**~Public comments**



*Congestion is a seasonal issue both on land and in the harbor, which has a long wait list for boat slips.*



# Homer Spit Comprehensive Plan

## Parking Facilities



**DAILY PARKING “SNAP-SHOT”** - Estimated parking lot capacity and count of all parked vehicles in all public parking areas on an hourly basis, Friday, July 10, 2009

Lot Number	Lot Capacity	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	# & % vehicles parked all day
<b>LOT 1</b>	32	7	7	7	9	3	*	7	8	8	7	
% Occupied		21.88%	21.88%	21.88%	28.13%	9.38%	*	21.88%	25.00%	25.00%	21.88%	*
<b>LOT 4</b>	220	*	141	139	158	160	*	151	152	140	147	
% Occupied		*	64.09%	63.18%	71.82%	72.73%	*	68.64%	69.09%	63.64%	66.82%	*
<b>LOT 6a</b>	66	50	53	57	61	61	*	56	55	49	47	
% Occupied		75.76%	80.30%	86.36%	92.42%	92.42%	*	84.85%	83.33%	74.24%	71.21%	23 - 35%
<b>LOT 6b</b>	108	78	86	87	98	98	*	90	87	79	79	
% Occupied		72.22%	79.63%	80.56%	90.74%	90.74%	*	83.33%	80.56%	73.15%	73.15%	42 - 39%
<b>LOT 6c</b>	72	18	19	19	19	19	*	19	19	19	19	
% Occupied		25.00%	26.39%	26.39%	26.39%	26.39%	*	26.39%	26.39%	26.39%	26.39%	18 - 25%
<b>LOT 7a</b>	161	82	93	97	100	97	*	100	100	97	94	
% Occupied		50.93%	57.76%	60.25%	62.11%	60.25%	*	62.11%	62.11%	60.25%	58.39%	40 - 25%
<b>LOT 7b</b>	237	155	168	177	193	200	*	202	204	204	195	
% Occupied		65.40%	70.89%	74.68%	81.43%	84.39%	*	85.23%	86.08%	86.08%	82.28%	61 - 26%
<b>LOT 8</b>	72	24	25	31	38	50	*	47	49	50	49	
% Occupied		33.33%	34.72%	43.06%	52.78%	69.44%	*	65.28%	68.06%	69.44%	68.06%	12 - 17%
<b>LOT 9</b>	28	13	18	18	21	22	*	24	23	15	19	
% Occupied		46.43%	64.29%	64.29%	75.00%	78.57%	*	85.71%	82.14%	53.57%	67.86%	5 - 18%
<b>LOT 10</b>	77	58	63	70	70	71	*	73	74	73	74	
% Occupied		75.32%	81.82%	90.91%	90.91%	92.21%	*	94.81%	96.10%	94.81%	96.10%	34 - 44%
<b>LOT 11</b>	22	15	16	15	15	15	*	21	19	20	20	
% Occupied		68.18%	72.73%	68.18%	68.18%	68.18%	*	95.45%	86.36%	90.91%	90.91%	11 - 50%
<b>LOT 12</b>	32	5	5	6	9	18	*	23	27	24	21	
% Occupied		15.63%	15.63%	18.75%	28.13%	56.25%	*	71.88%	84.38%	75.00%	65.63%	*
<b>LOT 13</b>	35	28	30	30	30	31	*	30	33	33	31	
% Occupied		80.00%	85.71%	85.71%	85.71%	88.57%	*	85.71%	94.29%	94.29%	88.57%	26 - 74%
<b>LOT 14a</b>	86	76	76	77	84	*	*	85	84	82	82	
% Occupied		88.37%	88.37%	89.53%	97.67%	*	*	98.84%	97.67%	95.35%	95.35%	21 - 24%
<b>LOT 14b</b>	74	49	49	55	65	68	*	71	72	69	70	
% Occupied		66.22%	66.22%	74.32%	87.84%	91.89%	*	95.95%	97.30%	93.24%	94.59%	35 - 47%
<b>LOT 15</b>	21	4	5	6	10	13	*	20	17	17	19	
% Occupied		19.05%	23.81%	28.57%	47.62%	61.90%	*	95.24%	80.95%	80.95%	90.48%	2 - 10%

\* No data





*Boaters are important users of parking facilities on the Spit.*

**“Boat and trailer parking: A lot of land being used for low revenue. Make it more compact!”**

**“Major issue: we need to come up with a practical “central parking plan” both on/off Spit. Need real commitment to shuttle type transportation.”**

*~ Workshop participants*

A few spaces were also dedicated to handicap parking and for loading/unloading with a 15 minute maximum time limit.

## Parking Users

Parking facilities on the Homer Spit serve a number of different groups and needs. Listed below are the users identified:

- Vessel owners, crewmen, and clients
- State Park employees
- Water taxi customers and employees
- Shop owners and employees
- Tourists and residents
- Fish dock employees and commercial truck traffic for the fish industry
- Commercial delivery trucks
- Ferry dock customers/crewmen and commercial trucks

- Residents from across the bay such as Seldovia, Nanwalek, Port Graham, Halibut Cove, and Peterson Bay
- Load and launch customers, trailers and vehicles
- Marine Highway staging for freight, vehicles, and foot passengers, along with employee parking
- Coast Guard vessel staff parking
- Vessels parked on the uplands
- Fishing lagoon fishermen
- Campers and RVs
- Federal, State and City employees
- People selling boats and vehicles

## Parking Analysis

An important part of the parking study was creating a one day “snapshot” of parking utilization. This included estimating parking lot capacity and counting all parked vehicles in all public parking areas on an hourly basis. Following is an overview summary of the one day parking count study and analysis:

- The parked vehicle count was made on Friday, July 10, 2009, between 7 am and 4 pm.
- Considered a busy, typical summer day.
- About 1,343+/- parking spaces were inventoried and counted every hour all day.
- 1,023 vehicles or 76% of the parking was occupied at the peak hour (2 pm).
- Up to 92% of all parking was occupied in retail and ramp areas at the peak hour.
- 330 parking spaces, or 24.5% of all parking, was occupied by the same vehicle all day in various locations.

Parking behavior observations were made during the count. The gravel parking surface creates inefficiencies as parkers have difficulty lining up. In addition, RVs require a larger parking space and can partially block driving lanes. People were also obviously camping in parking areas.

## Port of Homer

Homer is a year round, ice free port supporting a range of diverse activities that are critical to the local economy, including shipping, commercial fishing, transportation, tourism, and recreational uses.

The City of Homer owns most of the Spit's major port and harbor infrastructure and a majority of the land on the Spit. Most public assets on the Spit are managed through a "Port and Harbor Enterprise Fund," which operates and is financed in a manner similar to private business enterprises where the cost of providing goods and/or services to the general public are financed or recovered primarily through user fees.

City ownership of the land and major assets retains long-term control over critical activity zones on the Spit and also allows coordinated infrastructure and services as and where needed, supported by lease and user fee income. The map at right shows Spit lands and areas that are leased by the City for income, as well as the major port-owned facilities that include:

- **Small Boat Harbor:** The harbor has 893 reserved stalls, 6,000 feet of transient mooring, a five-lane boat launch and fish cleaning stations.
- **Fish Dock and Ice Plant:** The Fish Dock operates for a nine-month season. The dock has eight cranes. The ice plant has 200 tons of ice storage.
- **Deep Water Dock:** A 345-foot face with 40 feet of depth.
- **Pioneer Dock:** A 469-foot face with 40 feet of depth. The Pioneer Dock serves the Alaska Marine Highway Terminal located adjacent to the dock.

**"We need to keep some of this as parking but we also need to get the property leased and get some new harbor businesses going."**

~ Workshop participant



*The fish dock is an important piece of infrastructure for economic development and processing.*



## Parks and Recreation

Homer's Public Works Department operates parks and recreation facilities on the Spit including campgrounds, public restrooms, and an RV dump station. Currently there are five dedicated public parks on the Spit, which are highlighted at right, and are shown on Maps 1-2 (pages 7-8).

Although there are many recreational needs and opportunities on the Spit serving both local residents and visitors, these must be balanced within the overall context of the existing City of Homer Comprehensive Plan Parks and Recreation priorities, currently planned Capital Improvement Projects (CIP), and staff and maintenance resources and capacity.

Moreover, addition of proposed new park sites and improvements outside of existing parks is very difficult to implement on the Spit. As described in the Port and Harbor Section, a majority of the Spit's land and infrastructure is controlled by an Enterprise Fund. Port users—not local taxpayers—would be asked to fund these endeavors making them challenging to implement, despite their merits and public support.

Thus, two ideas that generated some excitement during the public process—a park and gathering place concept focused around the Pier One Theater, and a landmark plaza and drop-off zone. Both would be challenging to fund and implement.

Another park issue is safe pedestrian access and connectivity. Specifically, access to End of the Road Park is challenged by the lack of pedestrian facilities. Currently cyclists and pedestrians use the road shoulder for access adjacent to a busy stretch of road. This park is the logical end point for future extensions of the Spit Trail.

Coal Point Park also has challenging pedestrian access, primarily because of its isolation amidst industrial land uses. Relocation or safer pedestrian connections were raised as options for addressing these concerns.

**Mariner Park:** Located on the north end of the Spit, this park is a popular camping spot and attracts local residents with children who enjoy wading and water play.



**“Improve access and condition of existing parks and open places.”**

**“Add more amenities (tables, shelters, grills, benches, bathrooms, etc.)”**

**“No one even knows it (Coal Point Park) is there!”**

~ Public meeting and email input comments

**Nick Dudiak Fishing Lagoon:** The “Fishin’ Hole” attracts significant local and visitor recreational uses, and is stocked and managed for recreation.





### Seafarer's Memorial:

One of the more photographed icons on the Spit, this lovely memorial is an important public space that also provides a scenic lookout, benches for sitting, and maintained flowerbeds.



**Coal Point Park:** This small park is poorly located in terms of attracting users. It is surrounded by industrial activities and pedestrian access is a challenge.

However the site does provide a nice location for viewing the harbor and has elements commemorating Alaska's 1967 Centennial.



### End of the Road Park:

This very popular area is generally unimproved and provides parking, beach access, and recreational on-shore fishing. The site also provides boaters with a good view of wave conditions outside the protected harbor.





# Homer Spit

## Comprehensive 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.





### 3. Vision 2030

It is clear that the Homer Spit is a defining physical and social element of the larger Homer community and of Southcentral Alaska. Visitors and residents treasure this “jewel” of Alaska and its unique mix of art, culture, sport, recreation, retail business, and environmental assets.

The community wishes to protect and continue this mix, but at the same time wishes to promote commercial and maritime industrial vitality. Also, the community wishes to provide better connections for pedestrians and non-motorized users to improve access and safety.

This following section provides a vision for the Spit, but also recognizes some very important realities. One is that the Spit is unusual in that so much of it is owned by the City of Homer. In addition to standard municipal responsibilities such as parks and public facilities, the City also leases land to private companies. There are two types of goals that arise from this arrangement of land ownership:

**“The Spit's unique landform and outstanding vistas give it character and attraction. Protecting the open space character, key viewing points, unblocked vistas, and open public access should guide any development considerations.”**

**~ Public Input on Framework Plan**

- 1) There are universal concepts and goals that apply to all lands regardless of ownership such as zoning; and
- 2) There are policies the City as a land owner should examine.

Another reality is that the City itself further manages its lands based on the way the land was purchased. The Port and Harbor is operated as an Enterprise Fund, meaning that general revenues such as City wide property and sales taxes are not used to support operations. Port revenue is used to purchase port land and to benefit port operations, not the city as a whole.

This is a consideration when deciding upon future park areas, viewing platforms, and activities that do not generate money for the port, but are paid for solely by port users.

Taking these underlying land use and fiscal concerns into account, a vision is provided in the following section that respects the public's desires by framing realistic options and opportunities. Specifically, the vision is outlined in terms of four overarching categories with subcategories:

1. Land Use and Community Design
2. Transportation
3. Economic Vitality
4. Natural Environment

The vision consists of goals within each of these categories that can help guide decision making and provide a framework for final plan recommendations.



## 1. Land Use and Community Design

### Goals for Land Use and Community Design:

- 1.1 Maintain the variety of land uses that establish the unique "Spit" character and mix of land uses.
- 1.2 Improve the permanence and character of new commercial development.
- 1.3 Provide public facilities that attract residents and visitors to the Spit for recreational purposes.

- 1.4 All development should recognize, value, and complement the unique natural resources on the Homer Spit.
- 1.5 Respond to seasonal land use demand fluctuations.
- 1.6 Protect public access to and enjoyment of the Spit's unique natural resources.

This plan does not suggest major changes to Spit land use. The community appreciates the eclectic mixture of land uses and activities. The goal is to keep the character of the Spit and make minor changes to improve the experience and functionality. The Spit should be a clean, safe, and fun place to fish, walk, bike, sightsee, and shop with a highly functional, efficient working harbor.

Traditionally, business owners have used creative solutions to solve problems; there is a desire to keep this independent spirit and sense of individuality. The Spit should avoid a "plastic" look that is "Anywhere USA." There is very limited developable area; compact development will be key to future economic growth. Reduced building setbacks and parking requirements are possible solutions.

The minimum lot sizes are 6,000 square feet in the Marine Industrial (MI) District and 20,000 square feet in the Marine Commercial (MC) District respectively. These minimums are for new platted lots. The uniform size and grid pattern that this promotes does not make sense for all development on the Spit given the underlying curvilinear land form and the premium value of land.

Greater flexibility in lot size and building setbacks are possible solutions. The minimum lot size of MC could be reduced. Buildings should also be designed to maintain the human scale and preserve views of the surrounding bay and mountains. A combination of lower building height regulations and conditional use allowances for buildings up to 35 feet should be considered.

Another set of zoning issues on the Spit relates to what uses are permitted, or are conditional use. Several common commercial





*Zoning should be adjusted to support Spit business owner's sense of individuality and unique character.*

uses are conditional uses in the MI zones, such as restaurants. Although these existing measures help limit the potential overexpansion of commercial and residential development, more carefully tailored tools are desired that better address the demand for these uses, while preserving the waterfront and other fishing, marine transportation, and economic uses.

Another issue relates to existing parking requirements. A clear policy is needed regarding off-street parking requirements. Separate, private, off-street parking facilities can create more traffic and detract from the pedestrian environment. An alternative is to waive parking requirements in lieu of a onetime parking system contribution or assessment, or requiring annual permit purchases.

A final zoning consideration relates to the current required setbacks. Setbacks may be needed on the Spit in some locations to provide egress, fire access, and buffer between different land uses. In other cases due to the uniqueness of the Spit, with its very limited amount of developable land and very wide right-of-ways, reduced setbacks may be one way to accommodate future growth and create a denser pattern of development that also improves pedestrian access. This is especially pertinent when a landowner with multiple lots is interested in developing the sites in an integrated approach, such as the successful commercial district around the privately owned boardwalks near Coal Point Seafoods.

Beyond zoning, each future land use has a number of issues and opportunities that need to be considered within the final comprehensive plan. These are addressed separately, followed by broad overarching goals for Land Use and Community Design.

## 1.A Industrial Development

The Spit has great potential for future industrial development related to the fishing, marine, and shipping industries. Key issues include the need to:

- Better utilize the limited land available for industrial and economic development.
- Reserve sufficient land by the Deep Water Dock for future industrial development.
- Encourage development related to the fishing, fish processing, and boating industries.

Future industrial development should be clustered in specific locations as highlighted in the Future Land Use Concept Maps (pages 44-45). However, industrial activities can have deleterious impacts to scenic resources that are valued by the public. Selective screening of industrial land use should be considered where industrial activity takes place adjacent to other existing



*Compact development, reduced setbacks, and integrated development approaches that cross lot lines—such as this private connected boardwalk—all help take better advantage of the Spit's limited land base.*



***Better definition of traffic circulation and safety are needed to ensure safe functioning of the existing fish dock, ice plant and processing plants.***

development and transportation routes. However, care must be exercised to ensure that screening does not then restrict views to scenic resources or limit the public's ability to view areas and enjoy activities that add to the interest of the Spit, such as storage of crab pots.

The existing fish dock, ice plant, and processing plants are key economic generators on the Spit but they are potentially threatened by incompatible land uses. Furthermore, the mix of land uses in the area and the undefined circulation sometimes creates hazards to pedestrians and others that pass through. The public needs to be aware there are hazards in the area; signage can be used to discourage foot traffic. This area requires attention to provide for separation of uses and reservation of land for future industrial development.

The area east of the harbor basin by the Deep Water Dock is a bright spot in industrial activity on the Spit and receives high use. However, competing uses and traffic patterns may encroach into the activity in this area and create safety hazards in the future.

Finally, creep of commercial land uses into an industrial area should be avoided because it reduces future options for marine industrial uses and harbor facilities. Marine industrial and transportation are strategically important long term-uses, and commercial activity should be located so that future opportunities are preserved.

A related issue that is sometimes difficult to address is the issue of how to regulate commercial versus industrial development. More definition is needed with respect to commercial use to address the character of commercial development as it has occurred on the Spit.

## **1.B Commercial Development**

Some commercial development on the Spit has contributed to a haphazard and "temporary" character, and blocked the view shed. Buildings should be no more than one or two stories to maintain a human scale and to preserve views of the surrounding bay and mountains. Sign size needs to be compatible and in scale with multiple buildings on one parcel. Developments should be encouraged to provide amenities such as benches, trash cans, planters, etc.

As more commercial opportunities are desired, the overslope area at the harbor basin offers excellent opportunities for commercial growth and maintaining a controlled and established character to the Spit. These opportunities are available in particular on the west and east sides of the harbor basin, which could accommodate 40,000 square feet of new overslope development. This level of leasable square footage devoted to small shops, restaurants,



***Overslope commercial development could expand alongside the harbor basin; preservation of views and limiting overexpansion are key issues.***



*A major seasonal land use is RV/tent camping. While there may be community concern about additional Spit lodging, camping and residential uses, these uses are already there.*

service businesses, or other uses should be sufficient to meet demands well into the future.

While this opportunity could provide tremendous economic benefits, the impact to existing commercial areas and the character of overslope development must be carefully considered. The City of Homer should look into developing appropriate standards and design guidelines for new development to maintain the character of the Homer Spit, including how to maintain public views into the harbor.

### **1.C Resort/Residential Development**

In recent years, new residential condominium development was constructed on the Spit as a planned unit development. Strong community concerns over additional residential development were expressed at planning workshops. Concerns included the height of buildings blocking views and safety related to tsunami and flooding. Although some of these concerns and objections may be overcome through design, the concern over tsunami and severe flood/weather events is real.

Both formal permitted lodging facilities and campgrounds, and informal, unpermitted lodging and camping are present on the Spit. While there may be community concern about additional lodging, camping and residential uses, the uses

are already there. A residential option may be considered as part of the planning process. A clear policy is needed and appropriate regulations created and enforced to meet public health and safety concerns. Lodging and nightly rental facilities that may be permitted in the future can be located above existing and future commercial developments. By permitting these activities, the City can better regulate them and ensure facilities meet building, health, and safety codes.

### **1.E Parks and Recreation**

The public clearly expressed the high value placed on tidal habitat, beaches, and views available on the Homer Spit. These areas are not just important as habitat for a myriad of shorebirds, waterfowl, fish, mammals, and plant life, but are important to the identity of the community. Protection of these areas is a central consideration to any development or use that is allowed on the Homer Spit.

This planning effort recognizes the value of the natural environment of the Homer Spit by recommending continued preservation of this unique marine tidal habitat as conservation areas. In addition, public access to important use and viewing areas should be preserved, and where required, improved.



*By permitting lodging and nightly rental facilities above existing and future commercial developments, the City can better ensure facilities meet building, health, and safety codes.*





*The Harbormaster's office is in poor condition, is expensive to heat, and has limited parking.*

A new community park and gathering area was a priority identified during the planning workshops. A possible site identified in the public process is a portion of the city campground between the fishing lagoon and Freight Dock Road, near Pier One Theater. It may be feasible to purchase the property from the Port and Harbor Enterprise Fund. The area was envisioned as a place for picnics, kayak load and launch, and other day use activities.

Another new park concept discussed is incorporating a central plaza into the busiest part of the Spit. The plaza includes a pullout for passenger drop-off that can accommodate buses and vans, an attractive shelter, benches, bike racks, wayfinding and interpretive elements, and a restroom. The site could serve many first time visitors and charter and tour bus passengers by providing a logical site for meeting with excursion vendors. The site also could support a shuttle service for long-term parking or provide other transportation system links.

Another priority identified in the written comments was a viewing area to observe the commercial fishing activities on the Fish Dock. People like to watch what is going on, but need to do so in a safe place, away from forklifts and truck traffic. Potential locations include Coal Point Park or the southwest corner of the harbor and the steel grid.

Other improvements for existing parks include:

**End of the Road Park:** Provide a storm watch pavilion, restrooms, a fishing dock, better definition of the parking area, and an improved turn-around for vehicles.

**Seafarer's Memorial Park:** It is suggested this park be expanded slightly to give it more prominence. This is another excellent location for a multi-season storm watch pavilion and public restrooms.

**Coal Point Park:** The existing small park located adjacent to the Fish Dock has difficult pedestrian access given the lack of pedestrian connectivity to the harbor boardwalk and the safety hazards of walking along Fish Dock Road. The park has a parking area that is too big and a small, but wonderful green space with excellent views of the harbor and Fish Dock. A community discussion may be warranted about whether this park should be improved by expanding its greenspace and upgrading its amenities, or whether relocation would provide more strategic benefit.

The now underutilized park is proximate to several key industrial sites and the space could be used to provide needed restrooms to serve the fish dock, the wood grid, and the fuel dock. An unused area south of the park could be used to provide parking for boat owners and/or Spit employees, which would remove them from the key activity zones.



*A new park is proposed to include a kayak launch. This photo shows Alaska Kayak School preparations for a winter outing.*



*Coal Point Park has a historical plaque dating to Alaska's Centennial in 1967.*

If the park is relocated, potentially some of its historic elements that are salvageable could be incorporated into a better location. One option would be to create a central landmark plaza as described earlier, which could also serve as a drop-off and meeting site for visitors. Another option would be to move the park to the vicinity of the cruise ship arrival zone and include a rain shelter and Spit viewing platform looking across the harbor.

**Fishing Lagoon Improvements:** The Nick Dudiak Fishing Lagoon (also known as the “Fishing Hole”) is a man-made marine embayment approximately 5 acres in size, stocked to provide sport fishing harvest opportunity. It is extremely popular with locals and visitors alike. During the summer when salmon are returning, approximately 100 bank anglers may be present at any one time between 7 am and 10 pm.

The lagoon embayment itself requires ongoing maintenance including removal of a gravel bar at the entrance, lengthening and increasing the height of the northern-most terminal groin using rip-rap armor stone from the City's small stockpile, rebuilding the north berm using beach nourishment methods, dredging the lagoon approximately 3 feet to remove deposits from tidal action, and planting wild rye grass sprigs to stabilize the inner basin slope.

**Mariner Park Improvements:** As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. Homer's growing population and tourist volume is placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements. The City needs to continue to identify and prioritize improvements, and analyze how the park fits into the community's recreational activities. Several projects have been identified in the CIP. Strong public sentiment was voiced against any further expansion of the park by placing fill material in Mariner Lagoon.

## 1 F. Future Site Use Considerations

A final issue, important to the Land Use and Community Design discussion, are whether City leased lands are being used for their highest and best purposes, and whether some less visually attractive uses can be re-located. A couple of key issues include:

**Dredge Spoils:** Currently, a lot of material is dredged from the harbor entrance and it requires a large dewatering area. This should be considered when planning what to do with City owned properties, as planning and permitting for dredge spoils is a lengthy and complicated process. The City is working with the US Army Corps of Engineers (USACE) on a long-term dredge spoils plan.



*Large areas must be maintained on the Spit for seasonal de-watering of dredge spoils. When de-watering is complete, the vacant site above is used for staging and parking.*



**Lease Renewals:** As leases are renewed, particularly long-term leases, the City should consider how well the current use fits its specific parcel, and whether other activities might be better suited to the site. However, before displacing uses, impacts to the economic mix of enterprises on the entire Spit should be considered. As changes in use or lease re-negotiations occur, the following should be carefully analyzed:

- How the displacement of an existing use will impact the overall commercial/land use mix;
- Whether a historic continuity of use on a site provides an important attraction for returning and future visitors; and
- Whether the economics of the proposed activity are proven and markedly more valuable to the community than the existing use.



## 2. Transportation

### Goals for Transportation on the Homer Spit:

- 2.1 Enhance and protect the Spit's critical role in regional marine transportation.
- 2.2 Improve traffic flow and safety on the Sterling Highway.
- 2.3 Provide adequate and safe facilities for pedestrians and bicyclists.
- 2.4 Provide improved multi-modal transportation on and to the Spit.
- 2.5 Improve organization, wayfinding, and management of parking.



*The Deep Water Dock provides a strategic port for large vessels. Although today it is primarily used for freight and cruise ship dockings, in the future it could get more use as the Northern Sea Route opens up.*

### 2.A Marine Transportation

Comprehensive Planning for the Spit must carefully address land issues to remember that the Spit is a critical regional marine transportation link. Maintaining infrastructure, and enhancing and expanding the port facilities, freight capacity, and multi-modal access links are critical.

Multi-modal refers to the ability to move people and cargo by more than one method of transportation, such as barge, truck, air, and rail. This provides for improved transportation of goods and materials in and out of Homer, and also helps move people both regionally and along Alaska's Pacific Coast.

### 2.B Road and Trail Access

The City of Homer should continue to work with ADOT on use and management of the Sterling Highway right-of-way through the Spit commercial area. The proposed bike path extension was originally conceptualized to be located along the harbor basin. However, this concept creates conflicts with proposed overslope development, and safety issues with mixing bicycles, pedestrians, shoppers, and marina users.

An alternative concept would locate the bike path along the highway, with sufficient separation for the comfort and safety of pedestrians and careful placement of driveways. The bike path, situated in a median of saw grass or a rain-garden vegetated catchment system, would add natural green space and create the opportunity to define specific driveway locations for the large parking area.



*The separation of parking, pedestrian areas, and traffic could improve safety and wayfinding.*

## 2.C Parking Management

This plan recommends a number of actions to organize and manage parking on the Spit. These ideas focus on parking management, separating as much as possible different long- and short-term parking uses, redefining parking areas, and charging a fee for long-term parking. Experimenting with what works on the ground is an important element of discovering how to balance and meet the needs of the users and landowners.

**Free Parking:** Free 4-hour parking should be provided in key locations to support retail and commercial business on the Spit. The free parking areas should be patrolled during peak periods to enforce compliance and parking tickets issued for violations.

**Permit Parking for Slip Rentals and Employees:** Employees and annual slip customers should be issued permits for designated areas. The idea is not necessarily to charge a fee for this parking but rather to manage where this parking occurs. Parking for slip rentals is proposed adjacent to several of the marina ramps.

**Permits for Long-Term Parking:** Fee permits for those who need to leave a vehicle on the Spit for a longer term should be required. Under the current situation, people can leave a vehicle parked in some of the busiest commercial zones for up to 7 days, and it is difficult to enforce this term. There is no incentive not to leave a car on the Spit for extended periods of time. A long-term parking solution is needed.

### Compress the Existing Boat Trailer Parking

**Area:** Currently, an area larger than required is being used for boat trailer parking. Average daily use is approximately 80 to 100 trailers parked during peak summer season, falling to a peak of 45 during fall and spring months. However, up to 165 trailer parking spaces may be required during the winter king salmon derby.

The boat trailer parking area should be compressed for better utilization, enforcement of policies, and maintenance. The area should be large enough to accommodate peak use. The land not being used for boat trailer parking can be made available for future economic development, but making the area smaller now will help identify exactly how much trailer parking is really necessary.

**Parking Signage:** Parking users need guidance and information to know where and how to park. Currently, parking areas are not clearly identified and policies are not well communicated. Clear identification of parking areas, occupancy rules, and fees through an attractive, informative, and consistent signage system will help resolve many of the parking problems. Information could also be provided at the launch ramp kiosk.

**Create Specific Parking Lot Entrances:** The large parking area that borders the west side of the harbor is wide open and vehicles can enter the parking area anywhere. This creates unsafe turning movements and confusion in the parking lot. RVs are prone to hang up on the elevation change present alongside the Spit

Road. Specific driveways should be created at key locations to control traffic flow, increase safety, and reduce confusion.

**Parking Management:** Parking facilities and land are valuable assets, especially on the Homer Spit, where land resources are limited. Public parking must be managed to balance the needs of the various different parking user groups. Consider creating a parking subcommittee to develop parking policies and improvement projects. Consider creating a mechanism to provide leases to private businesses to meet parking requirements.

**Loading Zones and Handicap Parking:** The commercial and retail businesses located on the Spit require numerous deliveries. Specific loading zones should be identified and designated. Handicap parking spaces are needed near marina ramps and retail areas. Specifically, handicap spaces are needed for the ramps on the east side of the harbor.



### 3. Economic Vitality

The 2008 Homer Comprehensive Plan contains a chapter exclusively on economic vitality. The goals and strategies of Chapter 8, Economic Vitality, may be applied to both the Spit and mainland area of Homer. The paragraphs following provide additional information gathered from the public meetings and comments.

#### Goals for Economic Development:

- 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.



*The Auction Block's Spit storefront provides a fresh catch menu, and processed items in the store front. Its web-based auction is very popular with both fishermen and fresh fish buyers.*

A land use plan and map have been prepared to present recommendations (Maps 4-6, pages 44-46) supporting the goals outlined in this chapter. The plan does not make sweeping changes to the existing development pattern or use of the Spit. It does address future use of underutilized property, designates specific areas for economic development, and provides for reorganization of land use to create a community park and gathering place.

#### 3.A Port and Harbor

The City of Homer has been attempting to secure funding for two major harbor projects including a Deep Water Dock expansion and Harbor expansion. Unfortunately, despite a long waiting list for smaller and mid-sized vessels, the Harbor expansion initiative has experienced a recent setback. The USACE



*The Time Bandit, Homer's now famous contribution to the "Deadliest Catch" has generated public interest in the North Pacific fishing industry, and is a visitor attraction.*



conducted an economic feasibility study of the project, which was funded jointly by the State of Alaska, USACE, and the City of Homer. The results of this study do not look favorable for harbor expansion in the short-term.

The Port is a major economic asset to the community and continued efforts should be made to maintain the port and incrementally improve it. A long range plan for the port and harbor facilities is warranted; the last plan was completed in 1984. Significant improvements have been made since then, and it is time to look forward to the next 25 years of port operations, regardless of the success of the expansion project.

### 3.B Multi-Seasonal Use

The Homer Spit and Harbor provide a jumping off point for many community and regional events. Events such as the Winter King Salmon Derby, Shorebird Festival, and many others, draw locals and visitors to the Spit. As a winter city, Homer should create more opportunities to make the Spit a year round destination. However, walking, running, beachcombing, and bird and mammal watching are all activities that can be enhanced for all season use.



## 4. Natural Environment

### Goals for the Natural Environment:

- 4.1 Manage conservation areas and the natural resources of the Spit to ensure continued habitat and biological diversity.
- 4.2 Support environmentally responsible harbor operations by all user groups. Activities such as power washing and scraping, sanding



*The Spit is a critical habitat area for 100,000 shorebirds in addition to other marine life. Local non-profits are playing an important role in helping to acquire and protect habitat zones.*

and painting may not be allowed in the harbor in the future due to environmental regulations.

- 4.3 Manage storm water runoff.
- 4.4 Manage the Port as a working harbor, for recreational and working vessels, and remove the environmental hazard of “dead boats.”

The Homer Spit and Kachemak Bay offer rich coastal waters for marine habitat. The Spit is a premier destination for birding; waterfowl and seabirds alike populate the sparkling waters. Public comment during this plan emphasized the importance of the habitat to birds and marine mammals, and the economic benefits to the community. Preserving habitat is important to the environment and the local economy. The Shorebird Festival is an important shoulder season tourism event that draws many visitors. Many years have been spent acquiring and protecting habitat on the Spit. Most recently, the Exxon Valdez Oil Spill Trustee Council worked with the City to acquire land in the Louie’s Lagoon area and create conservation easements. The Kachemak Heritage Land Trust has been instrumental in partnering with the City on this project and others.

This plan makes a distinction between places for people and places for wildlife. Open space and recreational uses are meant to be areas





*An important aspect of protecting the Spit's natural environment is removal of derelict boats.*

for “active” recreation by people – fishing, beachcombing with the dog, etc. Goals for open space and recreation can be found under section 1, Land Use and Community Design.

Conservation areas are meant for “passive” human use, such as bird watching and photography. Conservation areas are defined through zoning, conservation easements, the Beach Policy, and the legal boundaries of the Kachemak Bay Critical Habitat Area. Management of conservation areas is important

because these are spaces intended to be protected for wildlife habitat. Habitat in Kachemak Bay is irreplaceable and there are few alternatives in the region. Where else will 100,000 shorebirds land in May and feed on specific beach life to fuel up for the continuation of their journey?

Harbor operations and boat owner habits also play an important role in protecting Kachemak Bay resources. The City of Homer supports the Alaska Clean Harbor Pledge, which is a list of best management practices to address topics such as cleaning agents, garbage, recycling, and storm water and sewage management. Implementation of these practices will need to come from the Port. Boat owners also have a role in greener boating practices, and are encouraged to refer to the publication “Clean Boating for Alaskans.”

Moreover, managing derelict/nuisance boats is a key concern both because of the environmental and sinking hazards of these vessels and because they occupy valuable moorage space. In 2010 a number of wrecking and disposal projects were completed including removal of the 450-foot Heavy Hauler barge.



*There are many strategies for storm water management on the Spit including as rain gardens using native plants and driftwood, drainage ponds and ditches, retention of native vegetation, green roofs, and limiting of impervious surfaces.*



## 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 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>	<p>Planning Department</p> <p>Planning Commission</p> <p>Port and Harbor Commission</p>
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>	<p>City Council</p> <p>Port and Harbor Commission</p>
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>	<p>Planning Department</p> <p>Planning Commission</p>
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>	<p>City Council</p>
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>	<p>Planning Department,</p> <p>Commission</p>

**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 &amp; 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&amp;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>	Public Works Department Planning Department Port & Harbor Dept

### 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.	City Council Economic Development Commission, Chamber of Commerce Administration
Encourage a shuttle bus system during peak summer months to transport visitors and employees to town, lodging and remote parking.	Participate in a public or private task force or organization. Create business plan/model to determine funding/cash flow.	

## 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 harbormasters 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

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## 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

Map 3: CURRENT LAND OWNERSHIP





Map 4: FUTURE LAND USE



**Map 5: FUTURE LAND USE CONCEPT ENLARGEMENT**







# HOMER SPIT

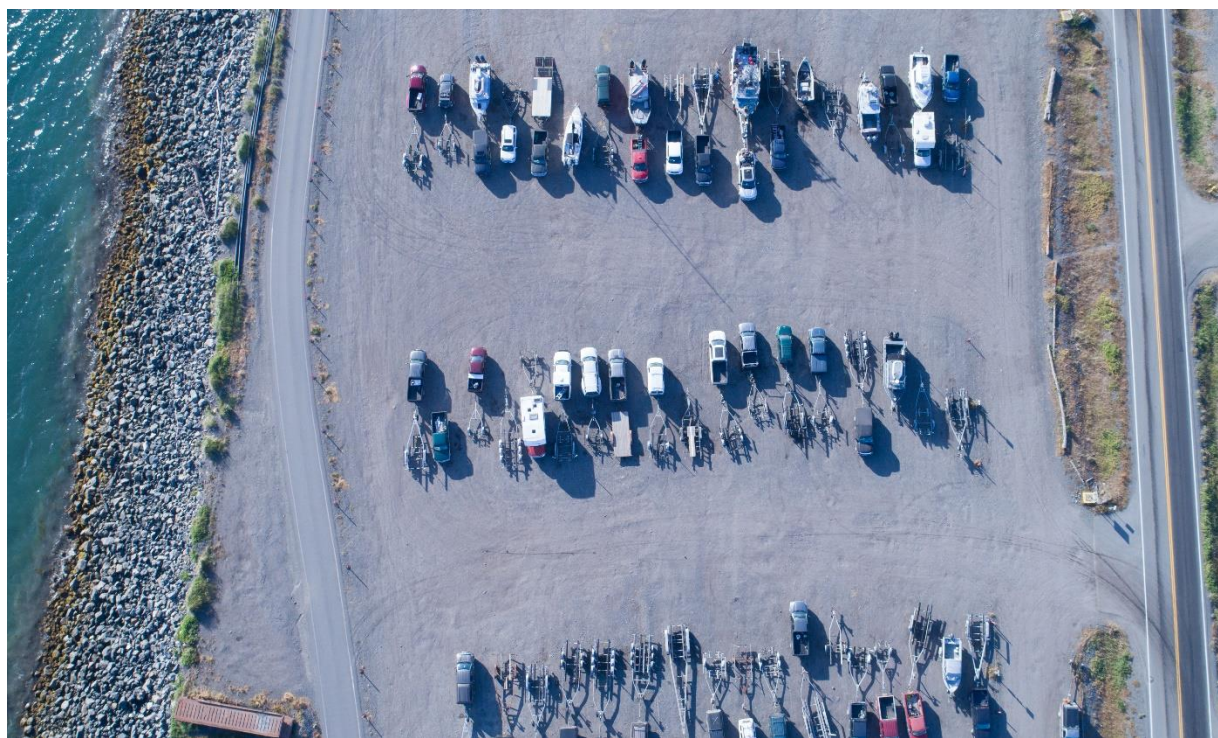
## COMPREHENSIVE PLAN

Map 6: FUTURE PARKING CONCEPT





7 Day Vehicle/Trailer Parking – Outer Dock Rd

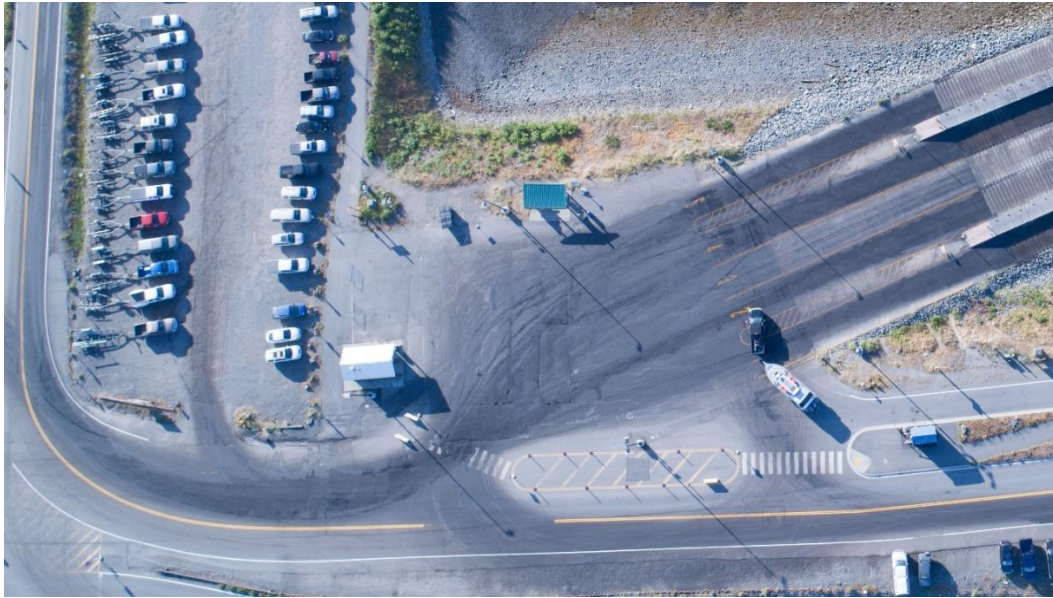


Day Use Parking (vehicle and trailer attached)- Outer Dock Road adjacent to L&L Ramp

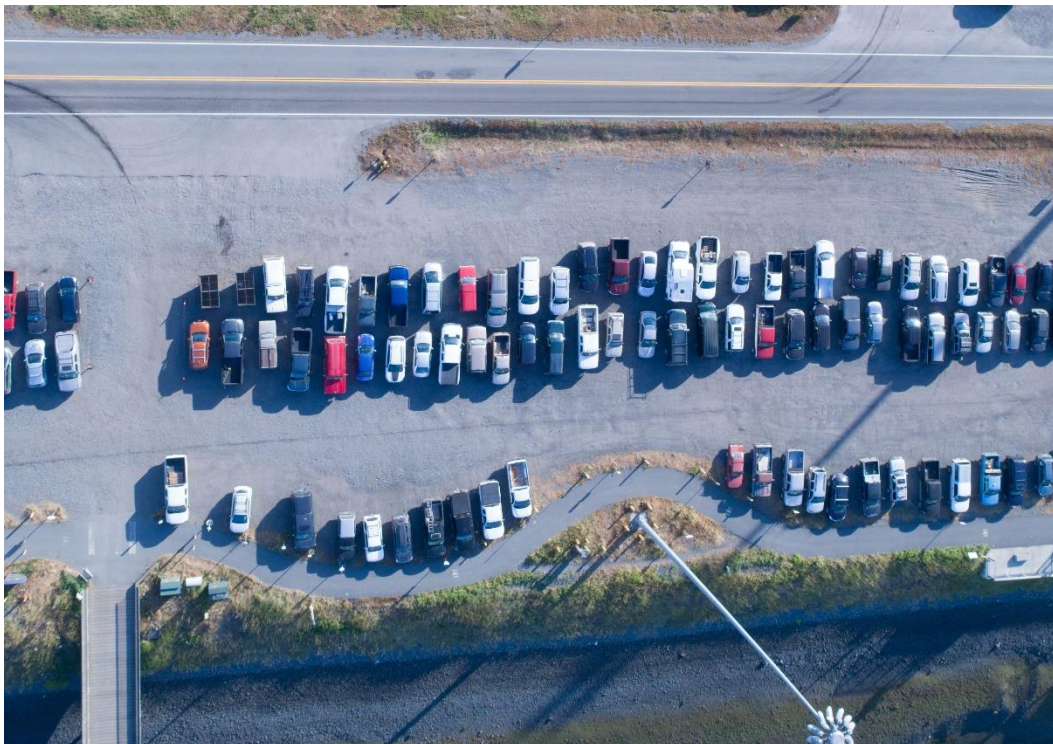




Day Use Parking by L&L Ramp/ Freight Dock Rd



Ramp 6- 7 Day vehicle Parking





Harbormaster Office Lot (mix of short term and 7 day parking)



Seldovia Ferry Lot and 7 day vehicle parking





Ramp 5/Homer Spit Rd- 7 day vehicle parking



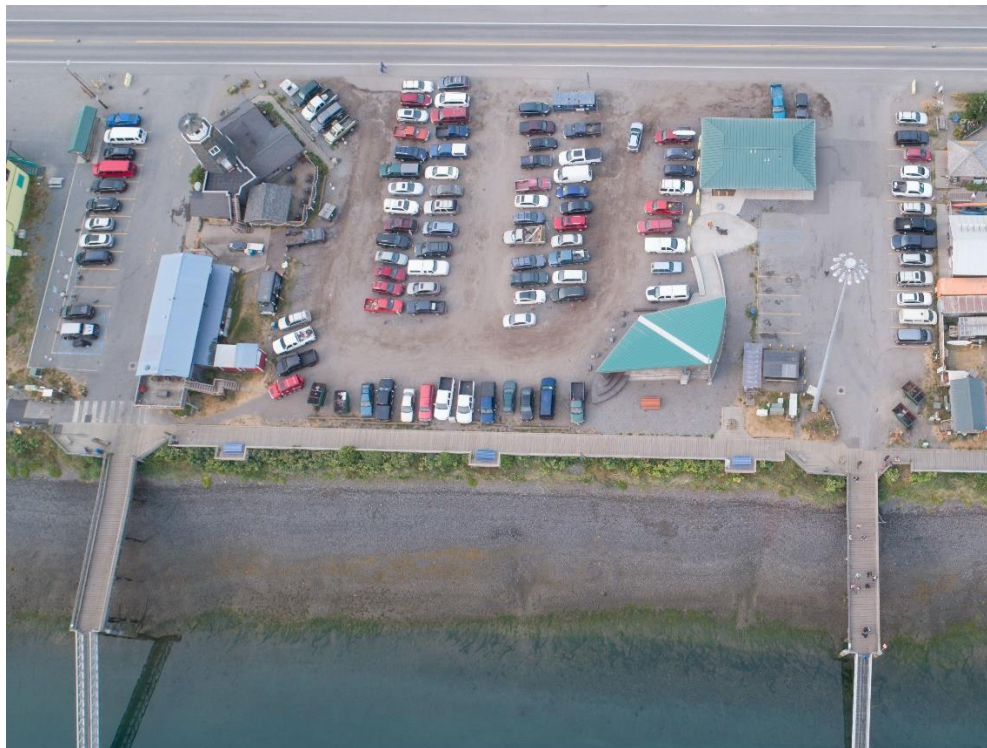
Ramp 4/Homer Spit Rd- 7 day vehicle parking



Ramp 3/Homer Spit Rd (Ramp 3 fee pay lot)



Ramp 2/ Homer Spit Rd- (Ramp 1 & 2 fee pay lots)







## 2019 Parking Pass Revenues

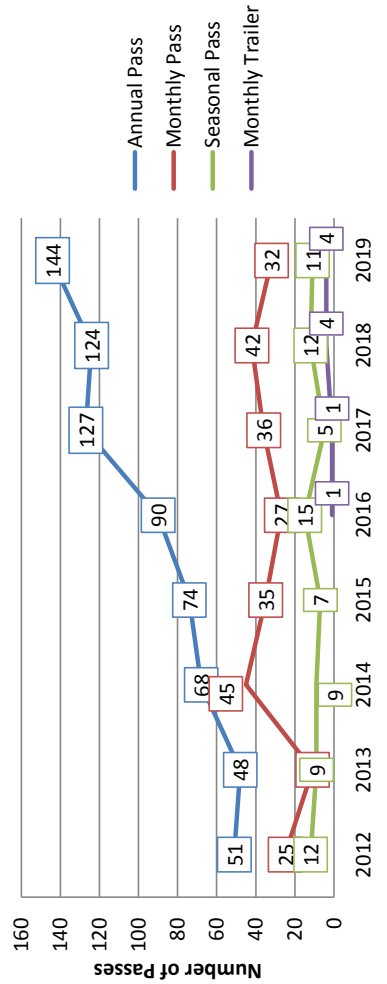
Marina Account #17770

\* 2019 Sales tax increase from 7.5% to 7.85% with fees/rates staying the same

\* Weekly Pass offered starting 6/15/19

	Vehicle Pass Revenue	Trailer Pass Revenue	Reg Long Term	RSV/TA Long Term	Monthly Than 20'L	Monthly Less Than 20'L	Monthly Over 20'L	Weekly Long Term	Seasonal Pass	1 Hour Max Business Pass	Monthly Trailer	Month Total
January	\$3,041.47		14	5								19
February	\$737.32		4									4
March	\$829.50		3	3								6
April	\$4,470.03		17	7	0		0		3			27
May	\$10,561.91	\$525.00	33	23	7		0		5	2	3	73
June	\$4,557.64		14	10	8		1	3	2			38
July	\$1,490.09	\$126.00	2	2	9			13	1		1	28
August	\$599.10		1	1	5			10				17
September	\$958.53		4	1	2		0	3	0	0	0	10
October	\$0.00											0
November	\$0.00											0
December	\$0.00											0
2019 Total	\$27,245.59	\$651.00	92	52	31		1	29	11	2	4	222
2018 Total	\$25,435.23	\$700.00	85	39	42		0	N/A	10	2	4	182
2017 Total	\$23,019.12	\$70.00	82	45	36		0	N/A	5	N/A	1	169
2016 Total	\$18,968.12	\$140.00	56	34	27		0	N/A	15		1	133
2015 Total	\$15,256.04	n/a	48	26	35		0	N/A	7		n/a	116
2014 Total	\$15,804.91	n/a	47	21	39		6		9		n/a	122
2013 Total	\$10,358.26	n/a	33	15	10		1		9		n/a	68
2012 Total	\$10,511.70	n/a	32	19	25		0		12		n/a	88
2011 Total	\$12,372.16	n/a	40	28	n/a		n/a		10		n/a	78

2011 - 2019 Parking Pass Comparison



# **2019 Ramp 1 - 4 Parking Revenue**

Marina Account #17770

Memorial Day to Labor Day

Past Year Comparison

	Ramp 1	Ramp 2	Ramp 3	Ramp 4	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
<b>May</b>	338.72	\$510.40	\$552.16	\$134.56	\$1,535.84	\$1,255.50	\$1,046.25	\$599.85	\$1,478.99	\$654.87	\$745.25	\$710.68	\$683.72	\$590.00	\$362.78
No. of Sales:	73	110	119	29	331	270	225	129	237	132	144	136	130		
<b>June</b>	\$1,596.16	\$2,268.96	\$2,686.56	\$580.00	\$7,131.68	\$6,268.20	\$5,593.95	\$4,849.95	\$4,466.29	\$4,007.70	\$3,479.72	\$3,587.02	\$3,114.86	\$3,394.00	\$2,784.09
No. of Sales:	344	489	579	125	1,537	1,348	1,203	1,043	800	789	698	694	613		
				Subtotal	\$8,667.52	\$7,523.70	\$6,640.20	\$5,449.80	\$5,945.28	\$4,662.57	\$4,224.97	\$4,297.70	\$3,798.58		
<b>July</b>	\$2,436.00	\$2,672.64	\$4,510.08	\$1,364.16	\$10,982.88	\$10,629.90	\$9,048.90	\$8,579.25	\$8,414.81	\$8,643.86	\$6,368.68	\$6,268.65	\$8,041.97	\$7,783.75	\$5,891.39
No. of Sales:	525	576	972	294	2,367	2,286	1,946	1,845	1,545	1,655	1,253	1,230	1,575		
				Subtotal	\$19,650.40	\$18,153.60	\$15,689.10	\$14,029.05	\$14,360.09	\$13,306.43	\$10,593.65	\$10,566.35	\$11,840.55		
<b>August</b>	\$1,888.48	\$2,250.40	\$3,206.24	\$784.16	\$8,129.28	\$6,400.01	\$5,910.15	\$6,198.45	\$5,613.61	\$6,325.25	\$4,018.83	\$3,696.34	\$3,993.71	\$4,643.00	\$3,939.28
No. of Sales:	407	485	691	169	1,752	1,376	1,271	1,333	1,062	1,133	816	730	795		
				Subtotal	\$27,779.68	\$24,553.61	\$21,599.25	\$20,227.50	\$19,973.70	\$19,631.68	\$14,612.48	\$14,262.69			
<b>September</b>	\$83.52	\$74.24	\$74.24	\$18.56	\$250.56	\$753.49	\$702.15	\$855.60	\$812.60	\$144.19	\$123.71	\$203.72	\$374.65	\$395.00	\$449.28
No. of Sales:	18	16	16	4	54	162	151	184	144	28	25	44	74		
				<b>Year Total</b>	<b>\$28,030.24</b>	<b>\$25,307.10</b>	<b>\$22,301.40</b>	<b>\$21,083.10</b>	<b>\$20,786.30</b>	<b>\$19,775.87</b>	<b>\$14,736.19</b>	<b>\$14,466.41</b>	<b>\$16,208.91</b>	<b>\$16,805.75</b>	<b>\$10,642.73</b>
				<b>Sales Total</b>	<b>6,041</b>	<b>5,442</b>	<b>4,796</b>	<b>4,534</b>	<b>2015-2016 xx% inc.</b>	<b>2014-2015 5% inc.</b>	<b>2013-2014 26% inc.</b>	<b>2012-2013 2% inc.</b>	<b>2011-2012 11% dec.</b>	<b>2010-2011 4% dec.</b>	<b>2009-2010 20% inc.</b>

\* Sales tax increase to 7.0785% from 2018- 7.075% - daily parking rate stayed the same

# 2019 Load and Launch

10/14/2019

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Season Pass Office	2	4	31	39	49	29	18	3					175
Season Pass Booth			0	14	58	63	20	1	0				156
Total Season Passes	2	4	31	53	107	92	38	4	0	0	0	0	331
Single Launch Office				6	9	8	5	2					30
Single Launch Booth				56	501	1,178	1,757	762	146				4,400
Single Launch Paystation				248	296	509	821	436	215				2,525
Total Launches	0	0	0	310	806	1,695	2,583	1,200	361	0	0	0	6,955
Est. Season Passes x 120.54	241.08	482.16	3,736.74	6,388.62	12,897.78	11,089.68	4,580.52	482.16	0.00	0.00	0.00	0.00	\$39,898.74
Est. Pass Parking x 64.90	129.80	259.60	2,011.90	3,439.70	6,944.30	5,970.80	2,466.20	259.60	0.00	0.00	0.00	0.00	\$21,481.90
Est. Single Launch x 12.05	0.00	0.00	0.00	3,736.74	9,715.52	20,431.53	31,135.48	14,464.80	4,351.49	0.00	0.00	0.00	\$83,835.57
Est. Single Parking X 6.49	0.00	0.00	0.00	2,011.90	5,230.94	11,000.55	16,763.67	7,788.00	2,342.89	0.00	0.00	0.00	\$45,137.95
Revenue w/o tax L&L	241.08	482.16	3,736.74	10,125.36	22,613.30	31,521.21	35,716.00	14,946.96	4,351.49	0.00	0.00	0.00	\$123,734.31
Revenue w/o tax Parking	129.80	259.60	2,011.90	5,451.60	12,175.24	16,971.35	19,229.87	8,047.60	2,342.89	0.00	0.00	0.00	\$66,619.85
<b>Total Revenue w/o tax</b>													<b>\$190,354.16</b>

\* 2019 Sales tax increase from 7.5% to 7.85% while rates/fees remained the same





# Port & Harbor Monthly Statistical & Performance Report

For the Month of: **September 2019**

## **Moorage Sales**

	<u>2019</u>	<u>2018</u>
Daily Transient	203	198
Monthly Transient	179	168
Semi-Annual Transient	1	4
Annual Transient	13	13
Annual Reserved	503	480

## **Stall Wait List**

No. on list at Month's End	<u>2019</u>	<u>2018</u>
20' Stall	9	5
24' Stall	72	67
32' Stall	133	120
32' A Stall	0	N/A
40' Stall	52	49
50' Stall	26	27
60' Stall	5	4
75' Stall	6	7
Total:	303	279

## **Grid Usage**

1 Unit = 1 Grid Tide Use	<u>2019</u>	<u>2018</u>
Wood Grid	8	9
Steel Grid	4	1

## **Docking & Beach/Barge Use**

1 Unit = 1 or 1/2 Day Use	<u>2019</u>	<u>2018</u>
Deep Water Dock	16	21
Pioneer Dock	28	30
Beach Landings	1	4
Barge Ramp	24	24

## **Services & Incidents**

	<u>2019</u>	<u>2018</u>
Vessels Towed	0	1
Vessels Moved	24	26
Vessels Pumped	9	1
Vessels Sunk	0	0
Vessel Accidents	0	0
Vessel Impounds	0	0
Equipment Impounds	3	7
Vehicle Impounds	0	0
Property Damage	2	0
Pollution Incident	0	2
Fires Reported/Assists	0	0
EMT Assists	7	3
Police Assists	3	1
Public Assists	30	14
Thefts Reported	0	0

## **Marine Repair Facility**

	<u>2019</u>	<u>2018</u>
Vessels Hauled-Out	1	3
Year to Date Total	6	8

## **Wharfage (in short tons)**

In Tons, Converted from Lb./Gal.	<u>2019</u>	<u>2018</u>
Seafood	395	319
Cargo/Other	1637	0
Fuel	72,038	28,654

## **Parking Passes**

	<u>2019</u>	<u>2018</u>
Long-term Pass	5	2
Monthly Long-term Pass	2	0
Seasonal Pass	0	0

## **Ice Sales**

	<u>2019</u>	<u>2018</u>
For the Month of September	213	260
Year to Date Total	2,336	1,849

## **Crane Hours**

	<u>2019</u>	<u>2018</u>
	127.8	175.2

## **Difference between**

<b><u>2018 YTD and 2019 YTD:</u></b>	<u>487 tons more</u>
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# Port & Harbor Water/Sewer Bills

Service Period: September, 2019

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	\$1,688.28	\$0.00	\$1,701.28	799,000	926,900	127,900
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$13.00	\$6,522.12	\$0.00	\$6,535.12	1,126,500	1,445,200	318,700
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$13.00	\$949.08	\$0.00	\$962.08	25,323,900	25,395,800	71,900
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$13.00	\$315.48	\$535.36	\$863.84	503,200	527,100	23,900
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$13.00	\$2,292.84	\$0.00	\$2,305.84	2,920,400	3,094,100	173,700
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$13.00	\$707.52	\$0.00	\$720.52	3,768,500	3,822,100	53,600
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$13.00	\$1,017.72	\$0.00	\$1,030.72	836,500	913,600	77,100
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$13.00	\$4,296.60	\$0.00	\$4,309.60	10,589,300	10,914,800	325,500
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	\$2,321.88	\$35.84	\$2,370.72	870,223,500	870,399,400	175,900
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$13.00	\$159.72	\$271.04	\$443.76	296,400	308,500	12,100
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$13.00	\$195.36	\$0.00	\$208.36	485,500	500,300	14,800
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$13.00	\$165.00	\$280.00	\$458.00	284,800	297,300	12,500
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$13.00	\$39.60	\$67.20	\$119.80	70,000	73,000	3,000
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	\$58.08	\$98.56	\$169.64	97,500	101,900	4,400
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$13.00	\$56.76	\$62.35	\$132.11	27,200	31,500	4,300
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$13.00	\$126.72	\$139.20	\$278.92	396,800	406,400	9,600
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$13.00	\$213.84	\$0.00	\$226.84	1,282,100	1,298,300	16,200

Overall Charges: **\$22,850.15**

Overall Water Usage: **1,425,100**

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		
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	\$	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	\$90,524.11	5,616,400





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						
10/27/2019						
Oct Total		68.5	1588.4		101	2437
11/3/2019						
11/10/2019						
11/17/2019						
11/24/2019				shut down for maintenance		
12/1/2019				shut down for maintenance		
Nov Total		0	1588.4		0	2437
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	1588.4			



## 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
10/17/19				Year to Date Totals:	\$137,474.00	\$8,301.42

## 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
10/17/19				Year to Date Totals:	\$35,921.00	\$1,716.00

## 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		
November		
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	
							6/15	Bob Franco	10,402,300	10,407,800	5,500	\$213.46	\$ 102.00
							6/25	wash down	10,408,000	10,410,000	2,000	nc	
							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
											-		
Year to Date Totals:				104,861	\$ 5,335.02	\$ 1,836.00	Year to Date Totals:				790,610	\$ 31,891.74	\$ 2,856.00
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 2019 Meeting Calendar

	MEETING	AGENDA DEADLINE	ANNUAL TOPICS/EVENTS
<b>JANUARY</b>	5:00 p.m. Wednesday, January 23	5:00 p.m. Wednesday, January 16	Land Allocation Plan Review Appointment/Reappointment Applications Due
<b>FEBRUARY</b>	5:00 p.m. Wednesday, February 27	5:00 p.m. Wednesday, February 20	Terms Expire February 1 <sup>st</sup> Election of Chair & Vice Chair
<b>MARCH</b>	5:00 p.m. Wednesday, March 27	5:00 p.m. Wednesday, March 20	
<b>APRIL</b>	5:00 p.m. Wednesday, April 24	5:00 p.m. Wednesday, April 17	Review of Strategic Plan/Goals & Commission's Policies
<b>MAY</b>	6:00 p.m. Wednesday, May 14	5:00 p.m. Wednesday, May 8	
<b>JUNE</b>	6:00 p.m. Wednesday, June 26	5:00 p.m. Wednesday, June 19	City Budget Review/Develop Requests
<b>JULY</b>	6:00 p.m. Wednesday, July 24	5:00 p.m. Wednesday, July 17	
<b>AUGUST</b>	6:00 p.m. Wednesday, August 28	5:00 p.m. Wednesday, August 21	Capital Improvement Plan Review
<b>SEPTEMBER</b>	5:00 p.m. Wednesday, September 25	5:00 p.m. Wednesday, September 18	
<b>OCTOBER</b>	5:00 p.m. Wednesday, October 23	5:00 p.m. Wednesday, October 16	AAHPA Conference
<b>NOVEMBER</b>	No Meeting		Seattle Fish Expo
<b>DECEMBER</b>	5:00 p.m. Wednesday, December 11	5:00 p.m. Wednesday, December 4	





**2019 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 2019 meeting dates for City Council is as follows:

January 14, 28	<u>Zimmerman</u>
February 11, 25	<u>Donich</u>
March 11, 26*	<u>Stockburger</u>
April 8, 22	<u>Hartley</u>
May 13, 28*	<u>Hartley</u>
June 10, 24	<u>Carroll</u>
July 22**	<u>Ulmer</u>
August 12, 26	<u>Stockburger</u>
September 9, 23	<u>Donich</u>
October 14, 28	<u>Zeiset</u>
November 25**	<u>Ulmer</u>
December 9, 16****	<u>Zimmerman</u>

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.