



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

City of Homer Agenda

**Port & Harbor Advisory Commission Regular Meeting
Wednesday, January 22, 2020 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 December 11, 2019 **Page 3**

VISITORS / PRESENTATIONS

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

A. Port & Harbor Staff Report for January 2020 **Page 11**
i. Port Director Memo Re: Anchorage Business Trip December 12 2019 **Page 15**

B. Homer Marine Trades Association Report

PUBLIC HEARING

PENDING BUSINESS

A. Overslope Development **Page 17**

B. Proposal for Addition of Overslope Development Area to LAP **Page 19**
i. 2020 LAP Map & Photo of Proposed Overslope Area Addition **Page 23**
ii. HCC 21.46 Small Boat Harbor Overlay District **Page 25**

C. Homer Spit Parking Plan – Scope of Work **Page 33**

NEW BUSINESS

A. 2020 LAP Addition of Lot 48: Old Ferry Terminal Building **Page 35**
i. Page B-22 of the 2020 Land Allocation Plan, Lot 48 **Page 37**

INFORMATIONAL MATERIALS

<u>A.</u>	Resolution 20-007(S) Opposing Lifting Ban on Personal Watercraft in Kachemak Bay	Page 39
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<u>C.</u>	Port & Harbor Year End Statistical Report for 2019	Page 45
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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, FEBRUARY 26, 2020 at 5:00 P.M.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 19-12, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Steve Zimmerman at 5:09 p.m. on December 11, 2019 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS ULMER, STOCKBURGER, ZEISET, HARTLEY, ZIMMERMAN, CARROLL

ABSENT: COMMISSIONER DONICH (excused)

STAFF: PORT DIRECTOR/HARBORMASTER HAWKINS
DEPUTY CITY CLERK TUSSEY

AGENDA APPROVAL

Chair Zimmerman asked for a motion to approve the agenda.

STOCKBURGER/HARTLEY MOVED TO APPROVE THE AGENDA AS WRITTEN.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

Crisi Matthews, seasonal resident, commented on City land use out on the Spit, specifically retail industry activity, parking, and concerns with erosion to property. She also introduced herself and voiced her desire to serve on the commission the next time there's an opening.

Commissioners directed questions to Ms. Matthews and facilitated discussion regarding some of her retail statistics and erosion control in front of her boardwalk on the Spit.

RECONSIDERATION

APPROVAL OF MINUTES

A. Regular Meeting Minutes for October 23, 2019

Chair Zimmerman asked for a motion to approve the minutes.

ULMER/STOCKBURGER MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

- A. Port & Harbor Staff Report for November & December 2019
- i. Memo from Matt Clarke, Deputy Harbormaster Re: 2019 Pacific Marine Expo

Port Director Hawkins responded to questions from the commission on the following topics:

- Winter maintenance activity at the Ice Plant and record year for ice sales
- Success of Alaska Association Harbormasters and Port Administrators (AAHPA) scholarship fundraising; a \$2,500 sponsor-funded and two \$3,500 AAHPA scholarships will be awarded for marine-related education
- PAS Program and Homer Spit erosion control and mitigation plans
- Coordination with US Department of Transportation Maritime Administration on developing better relationship with AAHPA
- Vessel activity at the Deep Water Dock
- Deputy Harbormaster Clark's attendance at the 2019 Pacific Marine Expo in Seattle, WA

- B. Homer Marine Trades Association Report

Commissioner Zeiset reported on HMTA activity. He noted the decent turnout for the Pacific Marine Expo and shared information regarding an upcoming holiday meeting, open to the public, at Northern Enterprise Boatyard on December 19th. There was brief discussion on topics related to the Expo and meeting, including student attendance at marine classes and unveiling of a larger boat lift at the boat yard.

PUBLIC HEARING

PENDING BUSINESS

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

Chair Zimmerman noted the two motions that City staff is looking for: 1) recommend any changes to the Land Allocation Plan (LAP) and, 2) make a recommendation on if the City should work on updating the Tidelands code. He commented on how Overslope policy affects their suggestions for the LAP, prompting commission discussion on the subject and Port Director Hawkins providing clarification on what City Code says about Overslope. It was noted by the Chair and Staff that Overslope can be discussed in more detail in the next agenda item.

Commissioner Hartley requested a status update on Lot 11; he opined if they should suggest it be available in the same short-term lease status as Lot 12. Commissioner Stockburger questioned how the square footage rate is calculated; his concern is that it's too high to attract new leasing opportunities. Discussion ensued with Staff on how those rates could be reflected in the LAP, perhaps as a range instead of one approximate amount. Commissioner Carroll inquired on the current short-term leases on Lots 9A, 10A, and 12, what they're being used for and how those short-term rates are calculated. Port Director Hawkins explained, also stating that he can put together a detailed report on the current 28 leases for the commission to review at a later meeting. He noted that there isn't much land available; we're already built out.

Discussion ensued on leasing Homer Spit land, how the rates are calculated based on appraisals, and the nuances of dealing with vacant land versus building infrastructure (boardwalks) to lease out. Commissioner Stockburger noted that a public member sitting in the audience is a boardwalk owner on Spit land and asked if they could share rate/leasing information with the commission.

STOCKBURGER/ZEISET MOVED TO SUSPEND RULES TO ALLOW CRISI MATTHEWS TO PARTICIPATE TO HELP GET INFO FOR MAKING DECISIONS.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

Ms. Matthews spoke to her experience with leasing boardwalk space on the Spit:

- Their boardwalk has the last available space for new construction, which is leased for a new business next year.
- They have been able to flip four viable businesses on their boardwalk, making them turn-key ready for renters to come in and lease.
- If there were more City-owned, available spots with turn-key structures, the City would have them filled.
- They have published rates on their website broken down by square foot ranges, with the per-square foot rate decreasing as the building size/space utilized increases.

Deputy City Clerk Tussey explained to the commission that the City's appraisal system/calculating rates is similar for larger square foot leases. Appraisals are ordered from Derry & Associates, who have been appraising Spit land for decades, on just the land as if it was vacant. That rate sets the basis; the actual rate is subject to change during lease negotiations, annual rate increases, and 5-year appraisals.

The commission continued discussion on Mr. Stockburger's concern that lease rates were too high for incentivizing businesses, rate information provided by Ms. Matthews, effects of economic downturn, how rates should be presented in the LAP, and the equation for calculating the appraised value.

Chair Zimmerman asked the commission if they had any recommendations for changes to lands available for long term lease. There was discussion on the piece of overslope near the Fish Dock that had been recommended for inclusion by the PHC earlier in the year, but not approved by City Council. Staff clarified that it would likely not be approved if they recommended it again since the commission had been given direction by City Council to work on Overslope policy per Resolution 19-022.

The commission mutually agreed that there were no lease suggestions for the Land Allocation Plan at this time since they still need to update Overslope Development policy.

Chair Zimmerman introduced the topic of updating the Tidelands section of City Code and asked the commission what they would like to do. Deputy City Clerk Tussey suggested the commission decide as a group if they would like to work on Tideland code based on Staff's recommendation. If they agree that it needs to be rewritten, then determine how, such as working with staff and/or scheduling a worksession.

The commission voiced a mutual desire to have more information and additional time to read up on Tidelands City Code.

ULMER/HARTLEY MOVE TO RECOMMEND STAFF BRING TIDELAND MATERIAL BACK TO THE COMMISSION AND THAT COMMISSIONERS COME PREPARED TO THE NEXT MEETING.

STOCKBURGER/ULMER MOVE TO AMEND TO INCLUDE A CONCENTRATE ON TIDELAND LEASES.

Mr. Stockburger opined that leasing tidelands is going to open possibilities up that may not have been considered when the original code was written. He believes Staff would have a good idea of how boats rolling up the tidelands (because they now have access to the uplands) will affect the Spit. He also noted that there are a few large barges currently hauled out for repairs on other upland lots and feels there is an opportunity to make revenue by just letting people get their boats out of the water.

Commissioner Carroll commented that the code hasn't been updated since 1960, but if there's been no conflict then he's happy with how it is. He feels though that staff should be the ones to find the issues and then bring them back to the commission to review.

Deputy City Clerk Tussey pointed out in Deputy City Planner Engebretsen's memo that staff is looking for a recommendation with guidance from the City Attorney, so the motion being requested from the commission is to give City Staff a "go-ahead" to work on updating this section of code, with additional input from the City Attorney. There was brief discussion on how the main motion will fulfill that recommendation.

VOTE (amendment): NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was no further discussion.

VOTE (main motion as amended): NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

- B. Overslope Development Follow-up
- i. Resolution 19-022
 - ii. Memorandum to City Council 3/18/19
 - iii. 1/23/19 PHC Meeting Minutes Excerpt
 - iv. 2/27/19 PHC Meeting Minutes Excerpt
 - v. 3/27/19 PHC Meeting Minutes Excerpt
 - vi. 2/27/19 PHC Packet Excerpt

Chair Zimmerman introduced the subject of updating Overslope code/policy, especially if the commission wants to lease overslope property, and opened the floor for discussion on how to address the problem.

The commission discussed issues the City faces with putting overslope out there for lease, bringing up the following points:

- Costs that lessees would have to pay to build the infrastructure on top of renting the overslope land; if we're going to lease it we should make it affordable.
- The City investing in building the boardwalk and then renting out the space, and reiterating that it's the City's job to encourage growth and find revenue sources.
- Finding funding sources for the City to go that route, such as bonds.
- The unfairness of having a private business spend the resources to build a private boardwalk, but is still required by City Code to leave a portion of it open for public access.
- The way the policy/code is currently written requires a person to build the whole infrastructure and lease the land, which isn't going to happen, so it will be up to the City to build the platform.
- Possibility of being in direct competition with private business leasing out boardwalk space.
- Staff needing a better written policy to work from when prospective businesses/investors come to the City to lease overslope.

Chair Zimmerman initiated discussion on how the commission wants to work on rewriting code, and if they would want to formulate a recommendation to City Council coming up with a plan to build overslope infrastructure. He suggested that the commission look at the Overlay District code and see what they'd like to change to make people want to develop the overslope and to make the leasing process more functional.

The commission discussed going through the code piece by piece because there is a lot to go through, and shared ideas about the City determining if they'd construct the infrastructure, but also having the code written better to address the possibility of private enterprise coming in. Commissioner Ulmer suggested they have a worksession. Mr. Hawkins provided reasons for having Planning Staff included in that conversation. There was further discussion on what the code does and doesn't cover, and what should be included in a worksession discussion. Ms. Tussey suggested holding the worksession before their next regular meeting.

STOCKBURGER/ULMER MOTION TO HAVE A WORKSESSION TO DISCUSS OVERSLOPE DEVELOPMENT PLAN BEFORE THE REGULAR MEETING ON JANUARY 22, 2019 AT 4:00 PM.

There was discussion on having Planning Staff attend the worksession and what kind of packet materials should be provided, such as what zoning code conflicts are there, additional Planning info, and code change suggestions from Port and Harbor Staff.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

C. Homer Spit Parking Plan

Port Director Hawkins briefed the commission on Councilmember Lord's resolution that was approved at the December 9th City Council meeting to fund a parking study that could provide recommendations for managing parking on the Homer Spit.

Discussion ensued on the failure of the Conditional Use Permit request at the PC level for the Seafarer's Memorial Parking Lot Expansion project. It was noted how much in HART funds were used for the design phase of the project, that it was recognized as a Capital Improvement Project in 2013 by City Council, and then was put on the back burner while more pressing port and harbor projects were completed. Commissioner Hartley stated that the Port and Harbor Commission has spent a considerable amount of time talking about parking, and suggested that the Planning Commission should step up to address the Spit parking issue.

Chair Zimmerman directed questions to Mr. Hawkins on how Port and Harbor Staff will be addressing parking fees in the 2020 summer season in the gravel lot between Ramp 3 and 4. Mr. Hawkins spoke about the meeting he will be having with ADOT&PF in Anchorage regarding Homer Spit Road improvements from a pedestrian safety standpoint. In response to Mr. Zimmerman and Mr. Hartley's thoughts on increasing parking fees, Mr. Hawkins proposed that the commission should come up with a permit system for vessel owners that pay annual moorage in the harbor since they are the main customers. There was discussion on the possibility of having a proposal before the commission by spring so a policy could be established by May in time for the summer season.

Discussion ensued on long term planning and the challenges of making user groups understand what it is the harbor provides and the needs of other user groups. Mr. Hartley shared his feelings that the PC did not understand how the harbor and parking worked out on the Spit and who is paying for all of it; that it is the stall lessees paying for it, not the City. Mr. Hawkins explained how the Army Corp of Engineers contract for dredging will be renewed soon, and changes will be made to where dredged materials will be stored and improvements made to the area behind Bob's Trophy Charters. Commissioner Zeiset shared his opinions regarding parking and signage. Stockburger commented on how impressed he was with the organization of the Ramp 2 parking lot this past summer, using just pylons and tape.

Chair Zimmerman confirmed with the commission that they have Homer Spit Parking Plan on the January agenda.

NEW BUSINESS

INFORMATIONAL MATERIALS

- A. Letter from The Nature Conservancy Re: Land Donation to City of Homer
- B. Letter from Dave Brann Re: Alternatives to "Paving Paradise"
- C. Kachemak Bay Birders Letter Re: Seafarer's Memorial Parking Expansion
- D. Port & Harbor Monthly Statistical Report for October & November 2019
- E. Water/Sewer Bills Report for October & November 2019
- F. Crane & Ice Report
- G. Dock Activity Reports
- H. PHC 2020 Meeting Calendar
- I. Commissioner Attendance at 2020 City Council Meetings

The commission took a moment to review and comment on the letters provided and the 2020 City Council meeting calendar. Commissioner Zeiset volunteered for September meetings, Mr. Stockburger for February and October, Ms. Ulmer for June and July, Mr. Zimmerman for March and April, Mr. Donich for January and May, and Mr. Carroll for August and December; November was left blank since the commission does not meet that month.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Port Director Hawkins commented on the load-out of 10,000 Sulphur bags from Nikiski, which is on schedule and leaving later this week. He also updated the commission on the derelict vessel Kupreanof; the City entered into an agreement with Kachemak Marine Haul Out to have it removed.

Deputy City Clerk Tussey reminded the commission that there is still an opening for a Homer-area high school Student Representative and that the Port and Harbor Commission has never had one.

COMMENTS OF THE CITY COUNCILMEMBER

COMMENTS OF THE CHAIR

Chair Zimmerman thanked the commission for a good meeting.

COMMENTS OF THE COMMISSION

Commissioner Ulmer commended the commission for their good work.

Commissioner Carroll commented on the variety of topics they covered and his frustrations over the Seafarer's Memorial Parking Expansion project failing.

Commissioner Hartley shared that he hates to be leaving the parking issue in limbo, but that he hopes the commission will get it all worked out next year. He announced that he is not intending to renew his appointment next year.

Commissioner Zeiset commented on Port Director Hawkins's great presentation at the PC meeting, and his frustrations at the Seafarer's Memorial Parking Expansion project failing.

Commissioner Stockburger commented on the parking issue outliving everyone.

ADJOURNMENT

There being no further business to come before the Commission the meeting adjourned at 7:24 p.m. The next regular meeting is scheduled for Wednesday, January 22, 2020 at 5:00 p.m. and a Worksession at 4:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

RACHEL TUSSEY, DEPUTY CITY CLERK I

Approved: _____



JANUARY 2020 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- US Army Corps of Engineers(USACE), AK Marine Excavators, and Global Divers- kick off meeting for harbor entrance obstruction removal
- Katie Koester, City Manager and Staff- regarding the old ferry terminal building and maintenance
- Bruce Lambert, Gateway Director of Pacific Northwest & Alaska Maritime Administration- Regarding MARAD
- Katie Koester, City Manager & Michael Rzeszut, of Alaska Growth Capital Inc. (AGC)- regarding City property lease
- Michael Gatti & Cindy Cartledge of JDO Law- regarding large vessel port funding packet
- Todd Vanhove & Joselyn Biloon, AK DOT Planning- regarding the large vessel port expansion, long term erosion mitigation plan for the Homer Spit, and Spit traffic, safety and signage issues
- Ronny McPherson, HDR Engineering- regarding large vessel port expansion project
- Chumley's Inc.- regarding logistics of sulfur load-out
- Michael Tencza, USACE (teleconference)- Homer harbor dredging contract bid opening
- Matthew Dura, Nelson Engineering- regarding electrical shower power systems of the small boat harbor and barge mooring facility.
- Homer Marine Trades Association- monthly meeting
- US Coast Guard Auxiliary – regarding change of command ceremony
- Jennifer McLay, AGC caretaker for Auction Block property – regarding bi-annual on-site inspection of grinder components for DEC
- Alaska Association of Harbormasters and Port Administrators (AAHPA) (teleconference)- board meeting
- Katie Koester, City Manager- transition meeting
- Jacquelyn Overbeck, Division of Geological & Geophysical Surveys – Homer Harbor site visit regarding Homer coastal mapping, coastal water levels and real-time data access and AAHPA interests in water levels

See memo: Anchorage Business Trip Dec. 12 2019, for further details

2. Operations

The months of December and January provided the return of Alaskan winter weather compelling operations staff to focus efforts on snow removal from the float systems. The Bering Sea crab and cod fleets departed for its fisheries in the days following Christmas. Freezing temperatures have increased demand for the winter metered power program, with approximately 50 vessels currently participating. Significant harbor ice congestion has limited small vessels in their ability to maneuver within, causing several to haul-out or relocate to moorings closer to the harbor entrance.

Sulfur export operations on the port facility have commenced. The M/V Tufty arrived at the deep water dock on Thursday, January 9th. Operations staff is working to ensure pedestrian and vehicle safety while maintaining a dedicated trucking route from the cargo storage yard to the entrance of the dock for delivery to the ship.

The following vessels conducted landings at the at the Pioneer Dock and Deep Water Docks: Perseverance, Endeavor, Barge Jovalan, Tustumena, Kennicott, Bob Franco, Pacific Wolf & DBL55, M/V Tufty, M/V Iberian Bulker, Stellar Wind, and Glacier Wind.

The following notable events occurred:

- On 12/29, harbor officer used the harbor tug to assist a 120' fishing tender maneuver in the small boat harbor.
- On 12/30, operations staff used the harbor tug and skiff to move a 175' supply vessel and 150' landing craft rafted abreast on each other.
- On 12/31, strong westerly winds and freezing temperatures created blizzard-like conditions on the Homer Spit reducing visibility to less than 20'.
- On 1/1, freeze damage to fresh water plumbing was discovered at the deep water dock restrooms and the ice plant.
- On 1/2, operations staff used the harbor tug and skiff to tow a 100' tender and assist two 120' crab boats maneuver to their berths.
- On 1/4, a graveyard shift harbor officer responded to an EMS call involving a 69 year old male suffering from chest pain aboard an inbound vessel.
- On 1/5, the harbor tug and skiff were relocated to moorings below ramp 2 in order to maintain response ready status and avoid being locked into the harbor ice.
- On 1/7, operations staff adjusted the shaft seals aboard the harbor tug.
- On 1/8, a harbor officer assisted a customer to close the isolation valve to her vessel's raw water cooling system.
- On 1/10, harbor officers posted advisory signage at the entry of the commercial barge ramp.
- On 1/13, a graveyard shift harbor officer discovered frozen plumbing and running water at the USCG Hickory buoy yard building.

3. Ice Plant

The main excitement during the last 6 weeks started with a westerly gale force wind on New Year's Eve when the temperature dropped 40 degrees in just a few hours. The strong wind prevented the outer door to the toilets from closing, blew the ceiling tiles out of place and caused a waterline to freeze and bust. Fortunately, the subsequent water damage was confined to the old Secom room. We've plugged the overhead passageway so it cannot happen again, removed the damaged sheet rock and ceiling tiles, repaired the broken pipe, and are letting everything thoroughly dry before making repairs.

In other news, we have:

- Finished our weather stripping project
- Pulled the ammonia system into a vacuum
- Replaced oil filters and inspected crankcases on 5 compressors
- Started rebuild on HS – 4 compressor
- Modified clamp system and serviced Ice Bin evaporator fans
- Replaced bad auger on Tote delivery system
- Repaired leak in compressor coolant system
- Replaced broken pin on snow plow
- Serviced indoor augers and gear boxes
- Serviced Ice Bin Rake Winch
- Serviced Ice Machines

- Provided Coffman Engineers with feedback on the Energy Audit draft report and started analysis of final report
- Discovered damage to overhead electrical conduit and identified the responsible party

4. Port Maintenance

In addition to routine maintenance tasks, Port Maintenance has been busy with:

- Snow removal and sanding
- Ice removal from barge and launch ramps
- Mitigating damage from frozen water pipes
- Troubleshooting equipment issues
- Assisting with Sulphur load out as needed



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Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: JANUARY 2, 2020

SUBJECT: ANCHORAGE BUSINESS TRIP DECEMBER 12, 2019

Katie Koester, City Manager and I took a whirlwind business day trip to Anchorage on Dec. 12 that had pretty much every minute accounted for, and because of good planning and fair winds I think the trip went very well. Our day was as follows:

0745 – 0845 Arrival at the Anchorage Airport, car rental, and transportation.

0845-1045 The first meeting of the morning was with HDR engineering to discuss Homer's Port/Harbor expansion project. Katie and I believe that we are at a point in this process where it would be wise to bring in a team experienced in the management of a mega marine project like the one Homer is about to undertake. We feel that if we are going to be able to keep this project moving and on track we'll need an experienced team to help keep things moving effectively. Ronny McPherson is the lead for the Coastal and Maritime infrastructure department with HDR and he has agreed to help us draft a scope of work that we could then build into a RFP for project management services.

1030-1230 Katie and I then moved over to our city attorney's at JDO and met with Michael Gatti and Cindy Cartledge. Our focus for that meeting was to discuss funding options and possibilities regarding Homer's Large Vessel Port Expansion funding packet. From our conversation we learned that the JDO team has had quite a bit of experience in helping their clients navigate the confusing world of bonding for projects like ours.

1300-1400 After leaving our attorneys we drove over to the State DOT offices located on International Airport road and met with Joselyn Biloan and David Post to discuss AK DOT partnering with the City on two very important project studies. First, we talked about our shared need to come up with a long term management plan for the Homer Spit, including erosion control, and the Planning Assistance to States (PAS) study that we are pushing for with the US Army Corps of Engineers (USACE). The State has expressed interest in the need to protect the highway on the Spit and we believe that this study will benefit that priority. The PAS is a 50/50 matching federal program and if the State and City were to split costs our share would likely be \$50,000. One of the chief goals for this project will be to have all the stake holders involved with a long term erosion management plan in which all stakeholders (Federal, State, and City) work cooperatively to plan for, and implement, measures to make positive changes in how the Spit weathers what nature has to throw at it. We will be pushing for a change of Authorization for the USACE's scope of work on the Spit. Currently the USACE is

authorized to dredge the navigable waterway of the harbor entrance channel all the way to the Load and Launch ramp. The change to the corps' authorization needs to include erosion control and mitigation of the Homer Spit. This new authorization would include a beach re-nourishment enhancement program, possible revetment extensions to protect critical infrastructure, and a designation that their annual operations and maintenance fund include erosion mitigation as part of the Corps' mission on the Homer Spit. We know from looking at beach maintenance projects in the lower 48 that beach re-nourishment works as an alternative to, or as a way of supporting, hard facing with rock revetment walls, but it will take a major effort a significant source of material to catch up and get ahead of the curve.

Where will we get the amount of material needed to rebuild the Spit?

To help answer that question, the second half of this meeting was to talk about re-engaging the State in Homer's Port and Harbor Expansion Study. In the original harbor expansion study with the Corps the partnership was Corps 50%, State 25%, and City 25%. We shelved that project in 2009 awaiting a time when BCR numbers (Benefit Cost Ratio) for the project were more advantageous. Now, after the completion of the PAS study last year, and the resulting higher positive BCR numbers, we feel we are ready to resume and complete our study for port expansion. We need the State to commit to getting back on board with this very important maritime infrastructure expansion project. The financial commitment for both the city and the state for the general investigation study will be \$750,000 over the next three years and there were some ideas floated as to where and how the State may be able to fund their share. FYI, one of the big cost drivers that gave us such poor BCRs in the original study had to do with the disposal of the thousands and thousands of cubic yards of dredged materials that would be generated by the Port expansion project. Can we say erosion management and beach re-nourishment?

1400-1500 The State changed out a few of its staff members and we moved straight into a meeting regarding Spit parking safety issues and concerns, as well as plans and progress with Pioneer and Lake street road improvements, crosswalks and other bike and pedestrian concerns on Ocean Drive having to do with on street parking in the summer. We also talked about Tsunami escape route signage and speed limit signage for the Spit. One of my chief concerns for the Spit has to do with vehicles parking on the roadway next to the fog line. We see this as a serious safety issue as it blocks the driver's sight line and eliminates the pedestrian and bike paths alongside the highway. The Regional Traffic & Safety Engineers at DOT walked us through a few options for signage that we could consider. I agreed to mark up an overview of the areas of concern and keep the conversation moving ahead. It would be my goal to have any changes in place early in May before the summer crowds show up.

1500-1700 We grabbed a bite to eat before heading back to the airport for our return flight home.

1930 Arrived in Homer and called it a day.

RECOMMENDATION

For information only



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Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION
FROM: RACHEL TUSSEY, DEPUTY CITY CLERK
DATE: JANUARY 15, 2020
SUBJECT: OVERSLOPE DEVELOPMENT

The commission will be discussing overslope development at their 4:00 p.m. worksession. This agenda item has also been placed on the regular meeting agenda in case the commission wants to discuss it further, or utilize the time to make a motion/take action on their worksession discussion.

Materials for this item can be found in the January 22, 2020 Worksession packet.

Recommendation

For discussion; any action must be made by way of motion.



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Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: JANUARY 9, 2020

SUBJECT: PROPOSAL FOR ADDITION OF OVERSLOPE DEVELOPMENT AREA TO LAP

Recently, the Port Commission asked the council that the area next to the SW corner of the fish dock adjacent to the road be added to the land allocation plan as part of the overslope development property available for lease.

The concept floated at the commission meeting is that, if advertised as an option for a long term lease, a company could build a dock in the corner next to the current City owned Fish dock that would be managed as a private owned fish dock. This company would then offload fish from fishing vessels in Homer's harbor while avoiding having to pay wharfage fees and crane fees to the city.

The first pragmatic hurdle that needs to be addressed is that this is not an overslope project it's a dock project, and being such, the proposal by the Port Commission for the building of a dock doesn't fit the current Homer city code for overslope development (see Attachment B- Overslope Code Sections). Before Planning and City Council can consider approving such a proposal the supporting city code must be developed through work by the Port Commission in conjunction with the planning dept. But, as we stand at the beginning of that large investment of both commission and staff time, I think it would be beneficial to take some time to look at the project in overview, as a whole and consider:

- ✓ Could this be an economically enticing and viable prospect for a potential private business
- ✓ Would it be in the best interest of the City and the public

#1 Question- Would this be an economically viable venture for a private business?

Possible Benefits

Private Business- A private company could build, own, and maintain their very own dock, cranes, fish pumps, without having to pay the City set rates and fees for the public use of the existing city dock next door. They would also benefit from City infrastructure above and below, using existing access roads, and benefiting from the dredging and harbor protection without having to maintain or develop this support structure themselves. Lastly, while the City is an equal public use facility for all, a private

company could be more selective and choose just the vessels or individuals that are the most profitable for their business.

Concerns

Private Business- Any construction would need to meet City standards for a commercial dock facility. The proposed area would be difficult and costly to develop and, because they would never own the land, any money spent by the business to develop the dock would need to have economic returns of equal or greater value within the terms of the lease. While trying to achieve these economic returns they would not be an exclusive provider of services for the area, the proposed location being immediately adjacent to the City dock.

In the originally stated proposal there was an assumption that wharfage rates would not apply to a private dock during the commission meeting but I would like to clarify that. Wharfage will be, and is, charged to a business or individual under applicable circumstances, even if they are operating on a privately operated dock, if that dock is located within the Homer harbor terminal. Petro Marine currently operates under this exact situation. They manage and operate the fuel floats located on the leased property as part of their private business, however the floats operate as part of land that is owned by the City and part of the city terminal, thus they are required, and do, pay wharfage on the fuel transferred over the docks, as well as the overslope land lease rent fees (for further reference please see Rule 13 Wharfage of the Homer Tariff No1, and the definition of “terminal” as listed)

There is no adjacent property roadside which would mean that the owner of the dock would either have to keep all their activities on the dock (staging, loading, storing of equipment and so on) or they would have to acquire a long term lease on an adjacent property. Lots 9 and 10 are listed as land available for lease for commercial fisheries related activities.

#2 Question- Would this be good for the City and the public of Homer?

Possible Benefits

The Public/City- The possibility of a private business creating a second fish dock could generate additional commerce if they could pull in vessels and fisherman that don't currently already come to Homer. Any private investment in infrastructure would, in theory, per the lease agreement revert to City ownership at the end of the lease.

Concerns

The Public/City- A lease contract would have to be agreed to that gives the owner the length of term needed for them to realize a profit from the venture. Given the above listed under #1, it's reasonable that this term could be quite lengthy. If the private business were to sell their investment before the term of the lease were up, the new purchaser would have to enter into a new lease with the City for the land and the original consideration of term length to realizations of profits would reset and continue. This potential cycle means that any private investment may remain in private hands indefinitely and the “pro” of the City benefiting from the eventual ownership of that infrastructure growth and investment may never be realized. It must also be considered that care is needed to make

sure that if the dock were to end up in the public's hands that it is still an asset, not an liability that costs the Harbor Enterprise dollars to upgrade or remove when or if time comes.

As mentioned above, while the City is an equal public use facility for all, a private company could be more selective and choose just the vessels or individuals that are the most profitable for their business. Given that the proposed private dock development cite is right next to the City's public dock providing the same services, there is potential that the private dock would pull business away from the City's existing fish dock. Potentially negative economic impacts on existing public owned infrastructure should be weighed as part of this discussion.

RECOMMENDATION

For discussion. Any recommendations or direction to staff must be done by way of motion.

Attached: 2020 LAP Map Indicating Proposed Overslope Area Addition
Overslope Code Sections

DRAFT 2020 Land Allocation Plan Spit Map

Legend

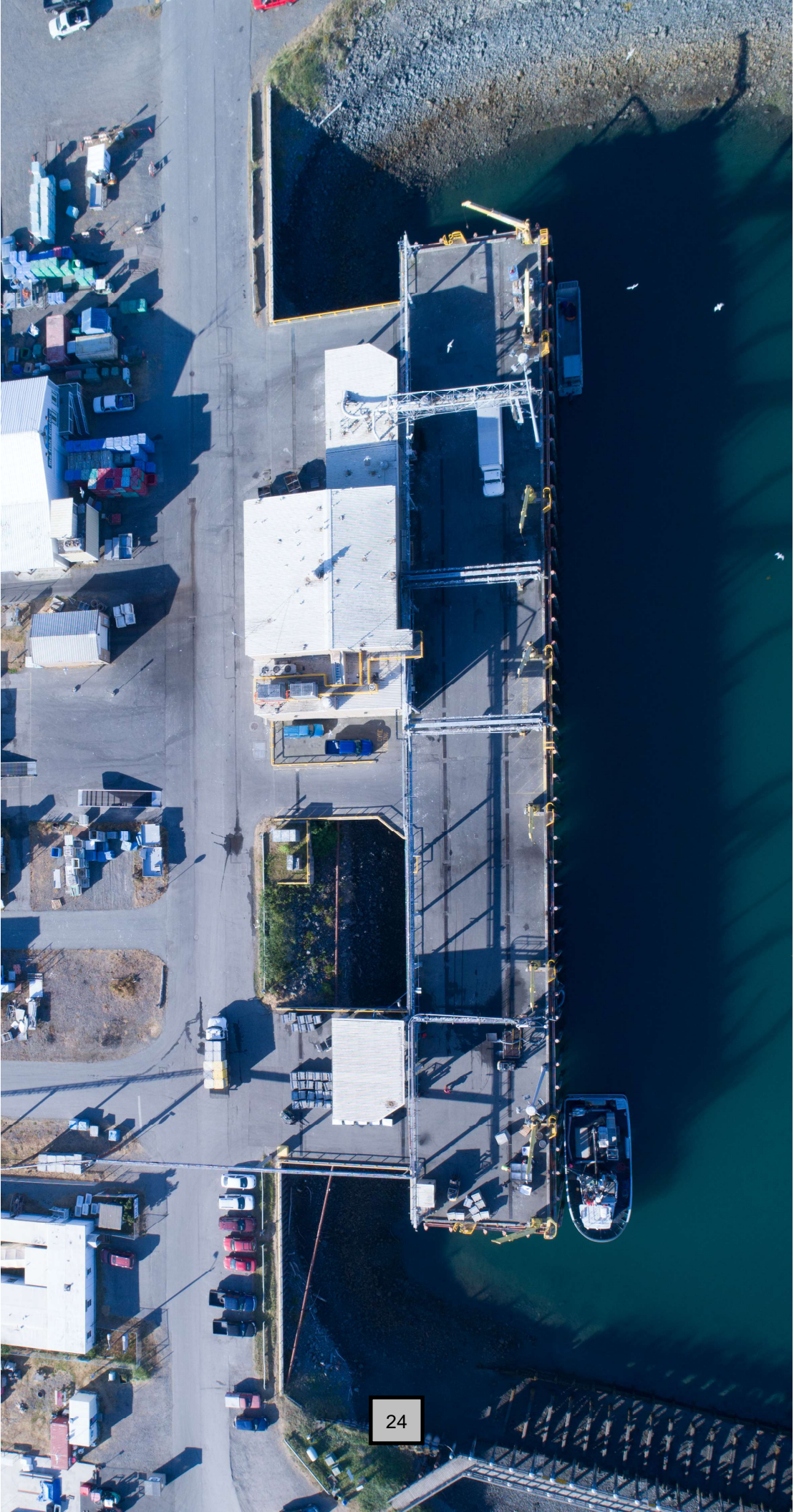
- Parking
- City Land
- Parcels
- Overslope
- Parcels

2020 Allocation - Section

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



City property outlined in red.
Property lines are not exact - use with care
P & Z 4/3/19 J.E.



(26 hits)

Chapter 21.46 SMALL BOAT HARBOR OVERLAY DISTRICT

Sections:

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

21.46.010 Purpose and intent.

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

21.46.020 Overlay district boundaries.

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

21.46.030 Applicability.

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

21.46.040 Conditional uses.

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

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

21.46.050 **Overslope** platform standards.

An **overslope** platform shall comply with the following standards:

- a. An **overslope** platform shall be 40 feet deep, and shall be not less than 40 feet nor more than 240 feet wide.
- b. There shall be a minimum 20-foot setback separating an **overslope** platform from a dedicated right-of-way. Except as provided in the preceding sentence, there are no setback requirements for **overslope** platforms, and an **overslope** platform may be constructed to the lot line.

- c. An **overslope** platform that is used for the docking of boats shall be designed to bear the loads associated with that use, and include suitable rail access, gates, stairs and fenders.
- d. The bottom of the lowest structural member of the lowest floor of an **overslope** platform (excluding pilings and columns) shall be at least one foot above the base flood elevation.
- e. The area of an **overslope** platform that at the time of its construction is within 15 feet of the edge of a ramp shall be used as a public access area, within which no sales or commercial activity may occur. Such a public access area shall not be counted to meet open space or landscaping requirements.
- f. Direct access from an **overslope** platform to the ramp shall be limited to avoid user conflicts. Gates or other moveable barriers that facilitate loading and unloading may be used to control access. [Ord. 09-44(S) § 3, 2009].

21.46.060 Architectural standards.

Overslope development shall conform to the following architectural standards:

- a. All buildings on the same **overslope** platform shall receive a common architectural treatment. The main color of the exterior walls of all buildings on an **overslope** platform shall be one or more earth or seascape tones.
- b. Not less than five percent of the area of an **overslope** platform area shall be outdoor public open space.
- c. **Overslope** development shall include pedestrian walkways that provide direct access between common areas in the **overslope** development and public rights-of-way.
- d. Opaque walls, fences or planter boxes, or any combination of them, shall be used to screen mechanical equipment and trash containers from view in adjacent public areas.
- e. The design of structures and outdoor pedestrian areas shall take into consideration environmental factors such as prevailing wind, salt spray, solar exposure, snow and heavy rains.
- f. Along the length of a building, the roofline shall not be continuous for more than 60 feet. Roofs shall be gabled.
- g. The maximum height of a building measured from the **overslope** platform or the adjacent grade to the highest roof peak shall not exceed 25 feet.
- h. A public access not less than eight feet wide to an area overlooking the harbor shall be provided at each end of an **overslope** platform and at intervals not greater than 150 feet on the **overslope** platform.
- i. A continuous pedestrian corridor at least eight feet wide must extend the length of the **overslope** development, on either the harbor or the uplands side, or some combination thereof. The corridor must be clear of obstructions, but may be covered by an awning or roof overhang. The minimum eight-foot width of the corridor may not be counted to meet landscaping or public open space requirements. [Ord. 09-44(S) § 3, 2009].

21.46.070 Signs.

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

21.46.080 Landscaping.

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

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

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

21.46.090 Architectural plans.

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

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

b. Architectural elevations.

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

d. Exterior finish schedule.

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

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

The Homer City Code is current through Ordinance 17-41(S), passed November 27, 2017.

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.

Chapter 21.44 SLOPES

Sections:

- [21.44.010](#) Purpose and intent.
- [21.44.020](#) Applicability.
- [21.44.030](#) Slope development standards.
- [21.44.040](#) Exceptions to setback requirements.
- [21.44.050](#) Site plan requirements for slope development.

21.44.010 Purpose and Intent.

This chapter regulates [development activity](#) and [structures](#) in areas affected by [slopes](#), [bluffs](#), [coastal bluffs](#) and [ravines](#), and provides the means for additional review and protection to encourage safe and orderly growth to promote the health, welfare and safety of Homer residents. [Ord. [08-29](#), 2008].

21.44.020 Applicability.

a. This chapter applies to all [development activity](#) that disturbs the existing land surface, including without limitation [clearing](#), [grading](#), excavating and [filling](#) in areas that are subject to any of the following conditions:

1. Lots with average [slopes](#) 15 percent or greater, [bluffs](#), [coastal bluffs](#) and [ravines](#);
2. Located within 40 feet of the top or within 15 feet of the toe of a [steep slope](#), [bluff](#), [coastal bluff](#) or [ravine](#); and
3. Any other location where the [City Engineer](#) determines that adverse conditions associated with [slope](#) stability, erosion or sedimentation are present.

b. This chapter imposes regulations and standards in addition to the requirements of the underlying zoning district(s). [Ord. [08-29](#), 2008].

21.44.030 Slope development standards.

The following standards apply to all [development activity](#) on a [site](#) described in HCC [21.44.020](#):

a. No [development activity](#), including [clearing](#) and [grading](#), may occur before the issuance of a zoning [permit](#) under Chapter [21.70](#) HCC.

b. Area of [Development](#).

1. Except where the [City Engineer](#) approves a [site plan](#) under HCC [21.44.050](#) that provides for a larger area of [development](#), the area of [development](#) on a [lot](#) with an average [slope](#):

- a. Of 15 to 30 percent shall not exceed 25 percent of the total [lot area](#).
- b. Greater than 30 percent but less than 45 percent shall not exceed 10 percent of the total [lot area](#).

2. The area of [development](#) on a [lot](#) with an average [slope](#) of 45 percent or greater shall not exceed the area of [development](#) described in a [site plan](#) approved by the [City Engineer](#) under HCC [21.44.050](#).

c. Setbacks. Subject to the exceptions to [setback](#) requirements in HCC [21.44.040](#), all [development activity](#) is subject to the following [setback](#) requirements:

1. No [structure](#) may be closer to the top of a [ravine](#), [steep slope](#) or noncoastal [bluff](#) than the lesser of:
 - a. Forty feet; or

b. One-third of the height of the [bluff](#) or [steep slope](#), but not less than 15 feet.

2. No [structure](#) may be closer than 15 feet to the toe of a [bluff](#) other than a [coastal bluff](#).

3. No [structure](#) may be closer than 40 feet to the top of a [coastal bluff](#) and closer than 15 feet to the toe of a [coastal bluff](#).

d. Natural Drainage. The [site](#) design and [development activity](#) shall not restrict natural drainage patterns, except as provided in this subsection.

1. To the maximum extent feasible, the natural surface drainage patterns unique to the topography and vegetation of the [site](#) shall be preserved. Natural surface drainage patterns may be modified only pursuant to a [site plan](#) approved by the [City Engineer](#) under HCC [21.44.050](#), and upon a showing that there will be no significant adverse environmental impacts on the [site](#) or on adjacent properties. If natural drainage patterns are modified, appropriate soil [stabilization](#) techniques shall be employed.

2. The [site](#) shall be graded as necessary to ensure that drainage flows away from all [structures](#) for a distance of at least 10 feet, especially where [building](#) pads are cut into hillsides.

3. The [development activity](#) shall not cause an adverse effect on adjacent land and surrounding drainage patterns.

e. Erosion Control.

1. Erosion control methods approved by the City Planner and [City Engineer](#), including without limitation [sediment](#) traps, small dams and barriers, shall be used during construction and [site](#) development to protect water quality, control soil erosion and control the velocity of runoff.

2. Winter Erosion Control Blankets. If [development](#) on a [slope](#) is not stabilized by October 15th, erosion control blankets (or a product with equivalent performance characteristics) must be installed upon completion of the seasonal work, but no later than October 15th. The erosion control blankets shall remain in place until at least the following May.

3. Vegetation shall remain undisturbed except as necessary to construct improvements and to eliminate hazardous conditions, in which case it must be replanted with approved materials including ground cover, shrubs and trees. [Native vegetation](#) is preferred for replanting operations, and will be used where practicable.

4. Grading shall not alter the natural contours of the terrain except as necessary for [building](#) sites or to correct unsafe conditions. The locations of [buildings](#) and [roads](#) shall be planned to follow and conform to existing contours as nearly as possible. [Ord. [08-29](#), 2008].

21.44.040 Exceptions to setback requirements.

a. Any of the following may be located within a [setback](#) required by HCC [21.44.030\(c\)](#):

1. A deck extending no more than five feet into the required [setback](#).

2. An unoccupied accessory [structure](#) having a [building area](#) not greater than 200 square feet that is no closer than 15 feet to the top of any [bluff](#) or [ravine](#).

3. A boardwalk, sidewalk, foot path or stairway that provides access to a beach, [bluff](#) or accessory [structure](#), and that is located at or within three feet above ground level.

4. Development activity that the City Planner determines is reasonably intended to stabilize an eroding [coastal bluff](#).

b. No structure other than a structure described in subsection (a) of this section may be located in a required setback without a conditional use permit issued in accordance with Chapter 21.71 HCC and a site plan approved by the City Engineer under HCC 21.44.050. [Ord. 08-29, 2008].

21.44.050 Site plan requirements for slope development.

a. No permit for development activity for which HCC 21.44.030 or 21.44.040(b) requires a site plan may be approved unless the City Engineer approves a site plan for the development activity that conforms to the requirements of this section. The City Engineer shall accept or reject the plan as submitted or may require that specific conditions be complied with in order for the plan to meet approval.

b. The site plan shall be prepared by a qualified geotechnical engineer licensed to practice in the State of Alaska and shall include the following information:

1. The location of all watercourses, water bodies, and wetlands within 100 feet of the location of the proposed development activity.
2. The location of all existing and proposed drainage structures and patterns.
3. Site topography shown by contours with a maximum vertical interval of five feet.
4. The location of all proposed and existing buildings, utilities (including on-site well and septic facilities), driveways and streets.
5. The location of all existing vegetation types including meadow, forest and scrub lands, identifying all areas of vegetation that will be removed as well as vegetation to be preserved or replaced. Specifications for revegetation shall also be included.
6. Specific methods that will be used to control soil erosion, sedimentation, and excessive stormwater runoff during and after construction.
7. A description of the stability of the existing soils on site and a narrative and other detail sufficient to demonstrate the appropriateness of the development and construction methods proposed.
8. A grading plan for all areas that will be disturbed by the development activity.
9. A slope stability analysis including the following:
 - a. Summary of all subsurface exploration data, including subsurface soil profile, exploration logs, laboratory or in situ test results, and groundwater information;
 - b. Interpretation and analysis of the subsurface data;
 - c. Summary of seismic concerns and recommended mitigation;
 - d. Specific engineering recommendations for design;
 - e. Discussion of conditions for solution of anticipated problems;
 - f. Recommended geotechnical special provisions;
 - g. An opinion on adequacy for the intended use of sites to be developed by the proposed grading as affected by soils engineering factors, including the stability of slopes. [Ord. 10-56 § 2, 2011].

The Homer City Code is current through Ordinance 17-41(S), passed November 27, 2017.

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City of Homer

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Port and Harbor

4311 Freight Dock Road
Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: JANUARY 14, 2020

SUBJECT: HOMER SPIT PARKING PLAN – SCOPE OF WORK

At the December 11, 2019 PHC meeting, it was announced that City Council had approved funding for a comprehensive Spit Parking Plan Study. Discussion on several parking topics were covered and it was asked that the Homer Spit Parking Plan be placed on the January meeting agenda.

With that consideration, Staff would like to request that the PHC help develop a Scope of Work for the upcoming parking study as one of their first discussion topics. A solid “scope of work” at this stage in the process, that includes the direction and points of focus important to the commission and public, would be very helpful when moving forward with the hiring and contract components of working with the eventual agency that facilitates the Parking Study.

For details on last month’s topics of discussion on parking please refer to Page 6-7 of the PHC December 11, 2019 meeting minutes submitted for approval and provided at the beginning of the packet.

RECOMMENDATION

For discussion. Any recommendations or direction to staff must be done by way of motion.



City of Homer

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Planning

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Homer, Alaska 99603

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

TO: Port and Harbor Advisory Commission
FROM: Julie Engebretsen, Deputy City Planner
DATE: January 14, 2020
SUBJECT: Land Allocation Plan – Lot 48

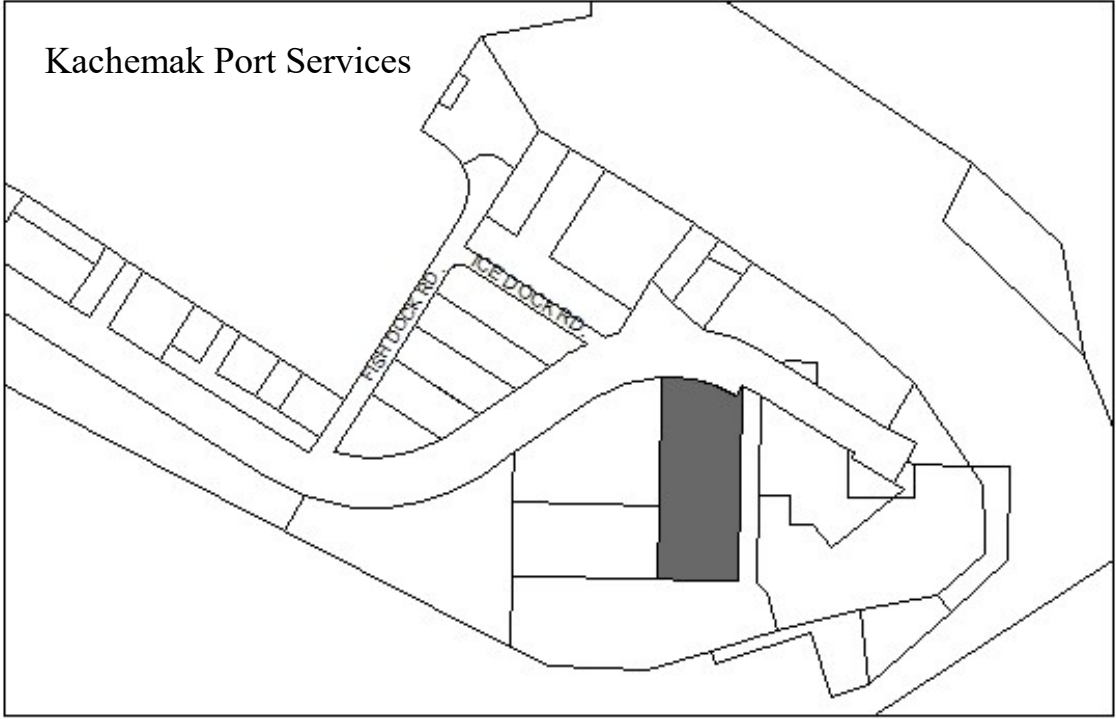
Requested Action: Recommend the City Council make the empty building space at 4667 Homer Spit Road available for lease in the land allocation plan.

Introduction

There is a partially vacant building on Lot 48 that was previously under lease. At 4667 Homer Spit Road, part of the property includes a two story light blue building. The bottom floor has water system infrastructure, but a small addition to the side and the top floor were last used by Alaska Ferry Adventures. That business no longer leases the space and its been empty for a few years. Leasing this vacant space could be a financial benefit to the city and help cover building maintenance costs.

Staff Recommendation: Recommend making the empty part of the building at 4667 Homer Spit Road for available lease in the land allocation plan.



	
Designated Use: Leased Land. Also includes the Port Maintenance Shop and a large tank. Acquisition History:	
Area: 2.23 acres (Lease is for a small portion of the lot)	Parcel Number: 18103404
Legal Description: HM0890034 T07S R13W S01 HOMER SPIT SUB AMENDED LOT 48 EXCLUDING THAT PORTION AS PER LICENSE AGREEMENT 190 @ 98	
Zoning: Marine Industrial	Wetlands: N/A
Infrastructure: Water, sewer, paved road access	Address: 4667 Homer Spit Road
Leased to: ACS MACTel lease: Expires 11/21/2033 with two additional one year options. (875 sq ft lease) Alaska Marine Highway lease: Alaska Marine Highway System to built a warehouse to support ferry operations, summer 2011. Lease expires 2060. (16,000 sq ft leased)	
The Port Maintenance Shop is on this lot, and a large water tank, and other accessory structures.	
Finance Dept. Code:	

**CITY OF HOMER
HOMER, ALASKA**

Evensen /Aderhold

RESOLUTION 20-007(S)

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
URGING THE STATE OF ALASKA TO RETAIN THE BAN ON
PERSONAL WATERCRAFT IN THE KACHEMAK BAY AND FOX RIVER
FLATS CRITICAL HABITAT AREAS UNDER 5 AAC 95.310 UNTIL THE
DEPARTMENT OF FISH & GAME PROVIDES RESPONSES TO THE
CITY'S PREVIOUS CONCERNS, AN ANALYSIS DETAILING THE
CITY'S POTENTIAL LEGAL LIABILITY EXPOSURE, AND ADEQUATE
FUNDING FOR THE CITY TO ADOPT AND ENFORCE NEW RULES IF
5 AAC 95.310 IS REPEALED

WHEREAS, The Homer Spit and Kachemak Bay provide important recreational and economic opportunities for local residents and attract tens of thousands of visitors each year who support a broad range of local businesses and jobs; and

WHEREAS, The Alaska Department of Fish & Game (ADFG) opened a thirty (30) day notice period on December 5, 2019, to repeal 5 AAC 95.310, state code that was adopted with strong community support in 2001 as one protection measure for the Kachemak Bay and Fox River Flats Critical Habitat Areas; and

WHEREAS, On December 16, 2019, the Homer City Council passed Resolution 19-091(A), calling on ADFG to 1) provide scientific and technical information supporting its proposed rule change in a timely manner so the City of Homer and local residents can better understand and comment on the issues presented; 2) extend the comment period to ninety (90) days to allow local residents sufficient time to comment meaningfully on the proposed rule change; and 3) provide an explanation why this rule change should not be considered as part of the ongoing revision process for Management Plans of Kachemak Bay and Fox River Flats Critical Habitat Areas; and

WHEREAS, On December 16, 2019, the ADFG issued a supplemental notice extending the public comment deadline for fifteen (15) days, until January 21, 2020; and

WHEREAS, Despite Homer City Council Resolution 19-091(A), to date, the State of Alaska has provided no explanation or rationale for the proposed rule change to the City of Homer or the general public, and has not explained why this policy change should not occur under the management plan revision process; and

WHEREAS, ADFG adopted the current Management Plan for Kachemak Bay Critical Habitat Area in 1993; and

WHEREAS, In 1999 the Homer City Council adopted Resolution 99-111, stating that “extensive research from around the country demonstrates that personal watercraft pose threats to waterfowl, seabirds, shorebirds, marine mammals, other wildlife, and their habitat; cause excessive noise and water pollution; create increased accident rates and user conflicts; and could have a negative impact on Homer’s visitor industry;” and

WHEREAS, Over the past several years City of Homer staff have worked as part of a large stakeholder group with ADFG on the revision process of Kachemak Bay Critical Habitat Area Management Plan; since 2016 the City has participated in at least twenty (20) stakeholder meetings, spending significant time and City resources; and

WHEREAS, Rule changes affecting the Kachemak Bay Critical Habitat Area should be included in the management plan revision process, where they can be fully vetted by City of Homer staff and other stakeholders; and

WHEREAS, Personal watercraft (PWC) can be launched from local beaches and boat ramps owned by the City of Homer, and the City of Homer may be forced to adopt new rules to manage the launch and operation of PWCs in City-owned lands and waters; and

WHEREAS, Design and intended use of PWC are inherently different from skiffs and other boats, and a PWC’s ability to achieve high speeds, jump waves, and navigate extremely shallow waters in and around beaches, tidelands, and waters owned by the City of Homer presents new and unknown liability concerns; and

WHEREAS, Because ADFG has performed no analysis of the potential effects of PWCs on municipalities located within and adjacent to the Kachemak Bay Critical Habitat Area, the City of Homer has no ability to assess the liabilities and costs of rule implementation and enforcement if 5 AAC 95.310 is repealed, resulting in an unfunded mandate from the State of Alaska; and

WHEREAS, Over 99% of Alaskan waters are open to PWC use and Alaskans and tourists alike have ample access to Kachemak Bay, one of the most heavily used waterways in the State, through the use of private and commercial vessels.

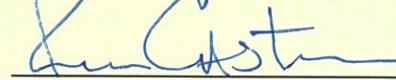
NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska urges the State of Alaska to retain the ban on personal watercraft in the Kachemak Bay and Fox River Flats Critical Habitat areas under 5 AAC 95.310 until the Department of Fish & Game:

1. Provides adequate responses to Homer City Council Resolution 19-091(A);
2. Provides an analysis detailing the City of Homer’s potential legal liability exposure if 5 AAC 95.310 is repealed; and

3. Provides adequate funding for the City of Homer to adopt and enforce new rules if
5 AAC 95.310 is repealed.

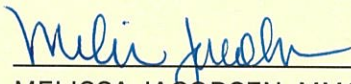
PASSED AND ADOPTED by the Homer City Council this 13 day of January, 2020.

CITY OF HOMER



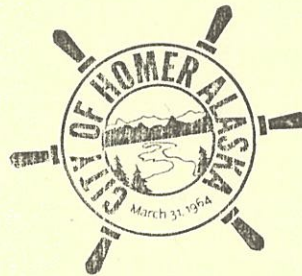
KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal information: N/A



Port & Harbor Monthly Statistical & Performance Report

For the Month of: **December 2019**

<u>Moorage Sales</u>			<u>Stall Wait List</u>		
	<u>2019</u>	<u>2018</u>	No. on list at Month's End	<u>2019</u>	<u>2018</u>
Daily Transient	34	28	20' Stall	1	3
Monthly Transient	49	50	24' Stall	39	32
Semi-Annual Transient	2	2	32' Stall	109	83
Annual Transient	4	7	32' A Stall	3	N/A
Annual Reserved	5	10	40' Stall	46	43
			50' Stall	28	23
			60' Stall	6	7
			75' Stall	4	2
			Total:	235	190
<u>Grid Usage</u>			<u>Docking & Beach/Barge Use</u>		
1 Unit = 1 Grid Tide Use	<u>2019</u>	<u>2018</u>	1 Unit = 1 or 1/2 Day Use	<u>2019</u>	<u>2018</u>
Wood Grid	1	4	Deep Water Dock	16	6
Steel Grid	1	1	Pioneer Dock	25	33
			Beach Landings	0	1
			Barge Ramp	4	10
<u>Services & Incidents</u>			<u>Marine Repair Facility</u>		
Vessels Towed	1	0		<u>2019</u>	<u>2018</u>
Vessels Moved	8	3	Vessels Hauled-Out	1	0
Vessels Pumped	7	1	Year to Date Total	8	10
Vessels Sunk	1	0			
Vessel Accidents	0	0	<u>Wharfage (in short tons)</u>		
Vessel Impounds	0	0	Tons, Converted from Lb./Gal.	<u>2019</u>	<u>2018</u>
Equipment Impounds	1	0	Seafood tons	779	41
Vehicle Impounds	0	0	Cargo/Other tons	896	540
Property Damage	0	1	Fuel	13,363	19,599
Pollution Incident	2	3			
Fires Reported/Assists	0	0			
EMT Assists	2	0			
Police Assists	0	0			
Public Assists	19	8			
Thefts Reported	0	0			
<u>Parking Passes</u>			<u>Ice Sales</u>		
Long-term Pass	<u>2019</u>	<u>2018</u>		<u>2019</u>	<u>2018</u>
Monthly Long-term Pass	7	3	For the Month of December	*	*
Seasonal Pass	0	0	*Shut Down for Season		
	0	0	Year to Date Total	2,530	1,953
<u>Crane Hours</u>			<u>Difference between</u>		
	<u>2019</u>	<u>2018</u>	<u>2018 YTD and 2019 YTD:</u>	<u>577 tons more</u>	
	44.2	18.9			

Port & Harbor Monthly Statistical & Performance Report

For the End of Year: **2019**

Moorage Sales	2019	2018
Daily Transient	2,534	2,895
Monthly Transient	1,665	1,690
Semi-Annual Transient	60	50
Annual Transient	82	99
Annual Reserved	867	864

Grid Usage

1 Unit = 1 Grid Tide Use	<u>2019</u>	<u>2018</u>
Wood Grid	131	164
Steel Grid	58	43

Services & Incidents

Vessels Towed	22	14
Vessels Moved	253	228
Vessels Pumped	49	31
Vessels Sunk	4	6
Vessel Accidents	11	10
Vessel Impounds	2	3
Equipment Impounds	26	50
Vehicle Impounds	0	0
Property Damage	6	4
Pollution Incident	22	22
Fires Reported/Assists	1	2
EMT Assists	46	33
Police Assists	16	12
Public Assists	223	229
Thefts Reported	10	9

Parking Passes

Long-term Pass	153	126
Monthly Long-term Pass	32	40
Seasonal Pass	13	12

Stall Wait List

<u>Average of Recipients on SWL</u>	<u>2019</u>	<u>2018</u>
20' Stall	11	7
24' Stall	50	46
32' Stall	105	89
32'A Stall	N/A	N/A
40' Stall	46	39
50' Stall	24	25
60' Stall	6	5
75' Stall	4	3
Total:	246	214

Docking & Beach/Barge Use

1 Unit = 1 or 1/2 Day Use	<u>2019</u>	<u>2018</u>
Deep Water Dock	231	235
Pioneer Dock	238	328
Beach Landings	25	43
Barge Ramp	211	173

Marine Repair Facility

Vessels Hauled-Out	8	10
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Wharfage (in short tons)

Tons, Converted from Lb./Gal.	<u>2019</u>	<u>2018</u>
Seafood tons	4,158	4,171
Cargo/Other tons	13,220	7,641
Fuel	365,752	386,717

Crane Hours

<u>2019</u>	<u>2018</u>
1,710	1,657

Ice Sales

For the 2019 Year	2,530	1,953
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Difference between

2018 YTD and 2019 YTD: 577 tons more

Port & Harbor Water/Sewer Bills

Service Period : December, 2019

Meter Reading Period: 11/18/19-12/12/19

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$6.50	\$0.00	\$0.00	\$6.50	955,900	955,900	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$13.00	\$0.00	\$0.00	\$13.00	1,957,000	1,957,000	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$6.50	\$0.00	\$0.00	\$6.50	25,428,000	25,428,000	-
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$13.00	\$14.52	\$24.64	\$52.16	536,200	537,300	1,100
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$6.50	\$0.00	\$0.00	\$6.50	3,159,000	3,159,000	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$13.00	\$0.00	\$0.00	\$13.00	3,851,800	3,851,800	-
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$13.00	\$0.00	\$0.00	\$13.00	941,700	941,700	-
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$13.00	\$1,440.12	\$0.00	\$1,453.12	11,167,000	11,276,100	109,100
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	\$550.44	\$13.44	\$576.88	871,195,900	871,238,200	42,300
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$13.00	\$26.40	\$44.80	\$84.20	318,800	320,800	2,000
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$6.50	\$0.00	\$0.00	\$6.50	532,600	532,600	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$13.00	\$31.68	\$53.76	\$98.44	304,200	306,600	2,400
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$13.00	\$14.52	\$24.64	\$52.16	78,500	79,600	1,100
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	\$6.50	\$0.00	\$0.00	\$6.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$13.00	\$17.16	\$29.12	\$59.28	106,000	107,300	1,300
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$13.00	\$25.08	\$27.55	\$65.63	36,700	38,600	1,900
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$13.00	\$17.16	\$18.85	\$49.01	411,800	413,100	1,300
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$13.00	\$109.56	\$0.00	\$122.56	1,334,700	1,343,000	8,300

Overall Charges: **\$2,691.44**

Overall Water Usage: **170,800**

Water/Sewer Monthly Comparison CY 2015 to Current										
	2015		2016		2017		2018		2019	
January	\$2,526.35	183,700	\$1,216.22	68,800	\$2,142.85	122,300	\$1,458.89	83,400	\$1,485.10	79,100
February	\$2,015.14	140,800	\$1,891.14	122,500	\$1,287.76	59,600	\$2,500.97	144,800	\$1,458.19	74,100
March	\$3,339.49	253,700	\$2,341.13	162,300	\$4,076.62	292,100	\$2,271.05	138,300	\$1,809.53	96,700
April	\$4,997.38	467,700	\$3,532.78	256,700	\$1,726.84	113,100	\$2,766.11	272,300	\$4,105.23	206,800
May	\$6,982.27	541,900	\$9,770.89	709,300	\$7,807.49	413,000	\$3,951.58	304,600	\$7,349.43	450,700
June	\$14,116.19	1,134,100	\$21,628.74	1,800,700	\$14,594.69	1,282,900	\$16,995.43	1,349,200	\$11,917.20	756,800
July	\$12,038.01	919,900	\$19,490.97	1,583,400	\$15,450.93	1,152,500	\$18,540.31	1,391,400	\$15,669.89	973,600
August	\$15,033.97	1,197,000	\$22,468.25	2,189,100	\$12,947.70	1,060,600	\$19,055.83	1,449,800	\$23,879.39	1,553,500
September	\$15,661.07	1,307,300	\$19,710.24	1,651,300	\$11,419.68	968,000	\$16,345.46	1,328,800	\$22,850.15	1,425,100
October	\$5,445.90	406,300	\$8,887.32	708,200	\$8,631.96	591,490	\$8,965.86	728,200	\$16,025.77	744,900
November	\$1,917.85	106,100	\$2,582.53	167,600	\$1,852.34	176,000	\$2,967.17	195,100	\$7,391.65	338,900
December	\$1,284.30	30,100	\$1,154.76	44,900	\$47.00	68,600	\$1,294.53	69,100	\$2,691.44	170,800
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	\$116,632.97	6,871,000

2019 Ice & Crane Report						
Date To	Crane Weekly	Crane Month	YTD Crane	Ice Weekly	Ice Month	YTD Ice
1/6/2019	9			shut down for maintenance		
1/13/2019	21.4			shut down for maintenance		
1/20/2019	23.3			shut down for maintenance		
1/27/2019	15.1			shut down for maintenance		
Jan Total		68.8	68.8		0	0
2/3/2019	17.1			shut down for maintenance		
2/10/2019	22.3			shut down for maintenance		
2/17/2019	10.3			shut down for maintenance		
2/24/2019	14.1			shut down for maintenance		
Feb Total		63.8	132.6		0	0
3/3/2019	13.6			shut down for maintenance		
3/10/2019	26.8			0		
3/17/2019	15.5			16		
3/24/2019	12.8			46		
3/31/2019	48.9			45		
Mar Total		117.6	250.2		107	107
4/7/2019	45.6			31		
4/14/2019	23.8			59		
4/21/2019	39.8			38		
4/28/2019	20.1			28		
Apr Total		129.3	379.5		156	263
5/5/2019	29.4			22		
5/12/2019	37.7			56		
5/19/2019	31.3			39		
5/26/2019	47.9			15		
May Total		146.3	525.8		132	395
6/2/2019	52			39		
6/9/2019	76.9			59		
6/16/2019	66.4			43		
6/23/2019	58			92		
6/30/2019	77			96		
Jun Total		330.3	856.1		329	724
7/7/2019	59.6			85		
7/14/2019	59.1			150		
7/21/2019	53.1			157		
7/28/2019	50.1			298		
Jul Total		221.9	1078		690	1414
8/4/2019	51.9			281		
8/11/2019	64.5			127		
8/18/2019	72.4			132		
8/25/2019	63.7			96		
9/1/2019	61.6			73		
Aug Total		314.1	1392.1		709	2123
9/8/2019	34.3			51		
9/15/2019	34.6			43		
9/22/2019	37.2			60		
9/29/2019	21.7			59		
Sep Total		127.8	1519.9		213	2336
10/6/2019	32.9			37		
10/13/2019	35.6			64		
10/20/2019	10.4			26		
10/27/2019	21.4			35		
Oct Total		100.3	1620.2		162	2498
11/3/2019	10.6			12		
11/10/2019	15			17		
11/17/2019	16.1			3		
11/24/2019	2.3			0		
12/1/2019	1.4			shut down for maintenance		
Nov Total		45.4	1665.6		32	2530
12/8/2019	12.6			shut down for maintenance		
12/15/2019	12.2			shut down for maintenance		
12/22/2019	15.1			shut down for maintenance		
12/31/2019	4.3			shut down for maintenance		
Dec Total		44.2	1709.8			

Deep Water Dock 2019

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

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

11/21	Perseverance	207	/1800	CISPRI	788.00	
11/21	Anna T	105	/0600	Amak Towing	chrgd below	
11/21	Anna T	105	2215/	Amak Towing	506.00	52.00
11/22	Anna T	105	/2200	Amak Towing	506.00	
11/28	Pacific Wolf & DBL 55	395	1100/	Kirby Offshore	1,206.00	52.00
11/29	Pacific Wolf & DBL 55	395	/2100	Kirby Offshore	1,206.00	
12/2	Endeavor	181	1000/1415	Cispri	506.00	52.00
12/4	Endeavor	181	0005/	Cispri	506.00	52.00
12/5	Endeavor	181	/0815	Cispri	506.00	
12/16	Iberian Bulker	590	2220/	AK Maritime	2,582.00	52.00
12/17	Iberian Bulker	590		AK Maritime	2,582.00	
12/18	Iberian Bulker	590		AK Maritime	2,582.00	
12/19	Iberian Bulker	590		AK Maritime	2,582.00	
12/20	Iberian Bulker	590		AK Maritime	2,582.00	
12/21	Iberian Bulker	590	/0155	AK Maritime	2,582.00	
01/16/20				Year to Date Totals:	\$175,850.00	\$9,497.42

Pioneer Dock 2019

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/9	Kays Pt (Polar Cloud)	328	1930/	Kirby Offshore	1,005.00	52.00
1/10	Kays Pt (Polar Cloud)	328	/0630	Kirby Offshore	1,005.00	
1/17	Bob Franco	120	1230/1500	Olympic Tug	506.00	52.00
2/1	Kays Pt (Polar Cloud)	328	0745/1615	Kirby Offshore	1,005.00	52.00
2/21	Perseverance	207	1000/1600	Cispri	788.00	52.00
2/27	Kays Pt (Polar Cloud)	328	1200/2130	Kirby Offshore	1,005.00	52.00
3/1	Kays Pt (Polar Cloud)	328	0830/1200	Kirby Offshore	1,005.00	52.00
3/28	Kays Pt (Polar Cloud)	328	0045/1100	Kirby Offshore	1,005.00	52.00
4/1	Perseverance	207	0755/1330	Cispri	788.00	52.00
4/5	Polar Cloud & Kays Pt	328	1330/	Kirby	1,005.00	52.00
4/6	Kays Pt	328	/1200	Kirby	1,005.00	
4/14	Polar Cloud & Kays Pt	328	1400/	Kirby	1,005.00	52.00
4/16	PacWolf & DBL 55	395	0700/1715	Kirby	1,206.00	52.00
4/24	Polar Cloud	130	0800/1200	Kirby	506.00	52.00
5/6	Pacific Wolf & DBL 55	395	0110/	Kirby Offshore	1,206.00	52.00
5/7	Pacific Wolf & DBL 55	395	/1330	Kirby Offshore	1,206.00	
5/7	Bob Franco	120	1345/1630	Olympic	506.00	52.00
5/15	Pacific Wolf & DBL 55	395	0800/1820	Kirby Offshore	1,206.00	52.00
5/19	Pacific Wolf & DBL 55	395	1315/1730	Kirby Offshore	1,206.00	52.00
5/27	Pacific Wolf & DBL 55	395	1145/1715	Kirby Offshore	1,206.00	\$52.00
6/5	Ari Cruz	80	1410/1900	Cruz Marine	338.00	52.00
6/10	Pacific Wolf & DBL55	395	0015/1530	Kirby offshore	1,206.00	52.00
6/19	Pacific Wolf & DBL55	395	0745/1300	Kirby offshore	1,206.00	52.00
6/29	Pacific Wolf & DBL55	395	1115/1710	Kirby offshore	1,206.00	52.00
7/6	Billie H	95	0900/1145	Boyer Towing	338.00	52.00
7/18	Pacific Wolf & DBL 55	395	0600/1330	Kirby Offshore	1,206.00	52.00
7/25	Bob Franco	120	2345/	Olympic	506.00	52.00
7/28	Pacific Wolf & DBL 55	395	0400/1445	Kirby Offshore	1,206.00	52.00
8/18	Pacific Wolf&DBL 55	395	1345/1715	Kirby Offshore	1206.00	52.00
8/19	Pacific Star	162	0815/1645	Silver Bay	506.00	52.00
8/29	Perseverance	207	0900/1800	Cispri	788.00	52.00
9/4	Pacific Wolf & DBL 55	395	2000/	Kirby Offshore	1,206.00	52.00
9/5	Pacific Wolf & DBL 55	395	/1100	Kirby Offshore	1,206.00	
9/6	Pacific Wolf & DBL 55	395	2155/	Kirby Offshore	1206.00	52.00
9/9	Polarcus Alima	302	1300/	AK Maritime	1,005.00	52.00
9/10	Polarcus Alima	302	0700/1200	AK Maritime	1,005.00	52.00
9/28	Pacific Wolf & DBL 55	395	1050/2000	Kirby Offshore	1,206.00	\$52.00
10/4	Titan	160	0805/1045	Ocean Marine	506.00	52.00
10/5	Sovereign	180	0930/1130	Ocean Marine	506.00	52.00
10/7	Pacific Wolf&DBL55	395	1045/1730	Kirby Offshore	1206.00	52.00
10/8	Titan	160	0000/0331	Ocean Marine	506.00	52.00
10/18	Polarcus Alima	302	0700/1930	AK Maritime	1,005.00	52.00
10/20	Pacific Wolf&DBL55	395	1800/	Kirby Offshore	1,206.00	52.00
10/29	Sam M Taalak	147	1400/	Qayaq Marine	506.00	\$52.00
10/30	Sam M Taalak	147	/0630	Qayaq Marine	506.00	
10/30	Greta	150	0710/1430	Bering Marine	506.00	\$52.00
11/6	Pacific Wolf & DBL 55	395	1330/1630	Kirby Offshore	1,206.00	52.00
11/12	Pacific Wolf & DBL 55	395	1145/1630	Kirby Offshore	1,206.00	52.00
11/15	Pacific Wolf & DBL 55	395	1000/1830	Kirby Offshore	1,206.00	52.00
12/11	Bob Franco	120	1035/1630	Olympic Tug	506.00	52.00
12/13	Endeavor	181	0930/1140	Cispri	506.00	52.00
12/13	Perseverance	207	1150/	Cispri	788.00	52.00
12/14	Perseverance	207	/1330	Cispri	788.00	
12/16	Perseverance	207	0925/1730	Cispri	788.00	52.00
12/17	Joalan	300	1315/	Cispri	788.00	52.00
12/18	Joalan	300	/1510	Cispri	788.00	
12/20	Endeavor	181	0909/1433	Cispri	506.00	52.00
12/20	Pacific Wolf & DBL 55	395	1800/2100	Kirby Offshore	1,206.00	52.00
01/16/20			54			
				Year to Date Totals:	\$52,656.00	\$2,652.00

Ferry Landings 2019

	Pioneer Dock	Deep Water Dock
January	21	0
February	11	0
March	0	0
April	6	0
May	15	0
June	23	0
July	16	0
August	16	0
September	22	
October	18	
November	15	
December	12	

Pioneer Dock - 2019 Water Usage							Deep Water Dock - 2019 Water Usage						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
1/2	Tustumena	3,536,300	3,549,000	12,700	\$ 492.89	\$ 102.00	1/3	Bob Franco	10,197,000	10,200,900	3,900	\$ 194.05	\$ 102.00
1/9	Polar Cloud	3,549,010	3,555,900	6,890	\$ 267.40	\$ 102.00	1/17	Bob Franco	10,200,900	10,202,600	1,700	\$ 194.05	\$ 102.00
2/1	Polar Cloud	665925	666525	600	\$ 194.05	\$ 102.00	1/26	Bob Franco	10,203,000	10,205,500	2,500	\$ 194.05	\$ 102.00
2/14	Tustumena	3555900	3564170	8,270	\$ 320.96	\$ 102.00	2/22	Bob Franco	10,205,490	10,211,360	5,870	\$ 227.81	\$ 102.00
3/1	Polar Cloud	3564100	3566400	2,300	\$ 194.05	\$ 102.00	3/2	Bob Franco	10,211,800	10,213,770	1,970	\$ 194.05	\$ 102.00
3/6	wash down	3566450	3569220	2,770	nc		3/17	Bob Franco	10,214,500	10,218,800	4,300	\$ 194.05	\$ 102.00
3/6	wash down	666527	668199	1,672	nc		4/4	Bob Franco	10,217,810	10,223,880	6,070	\$235.58	\$ 102.00
3/28	Polar Cloud	3569220	3573000	3,780	\$ 194.05	\$ 102.00	4/19	Polar Cloud			250	nc per MC	
4/4	Polar Cloud	668100	670714	2,614	\$ 194.05	\$ 102.00	4/23	Bob Franco	10,223,100	10,228,800	5,700	\$221.22	\$ 102.00
4/16	Pacific Wolf	674200	676410	2,210	\$ 194.05	\$ 102.00	4/27	Polar Cloud	10,228,830	10,230,300	1,470	\$194.05	\$ 102.00
5/12	Tustumena	3609830	3624000	14,170	\$ 549.94	\$ 102.00	4/30	Bob Franco	10,230,000	10,232,000	2,000	\$194.05	\$ 102.00
5/19	Pacific Wolf	714800	716000	1,200	\$ 194.05	\$ 102.00	5/29	wash down	10,232,000	10,235,000	3,000	nc	
5/27	Pacific Wolf	3640135	3641100	965	\$ 194.05	\$ 102.00	5/16	Polar Cloud	10,235,020	10,236,200	1,180	\$194.05	\$ 102.00
6/19	Pacific Wolf	3672600	3674045	1,445	\$ 194.05	\$ 102.00	5/19	Bob Franco	10,236,000	10,241,000	5,000	\$194.05	\$ 102.00
6/29	Pacific Wolf	3689210	3691500	2,290	\$ 194.05	\$ 102.00	5/23	wash down	10241000	10242400	1400	nc	
7/18	Pacific Wolf	3720500	3722110	1,610	\$ 194.05	\$ 102.00	5/23	Polar Cloud	10,242,400	10,244,000	1,600	\$194.05	\$ 102.00
7/28	Pacific Wolf	3735660	3737800	2,140	\$ 194.05	\$ 102.00	5/26	Silver Muse	10,244,600	10,330,000	85,400	\$3,314.37	\$ 102.00
9/4	Pacific Wolf	3805700	3807500	1,800	\$ 194.05	\$ 102.00	6/3	wash down	10,330,000	10,333,000	3,000	NC	
9/9	Polarcus Alima	873645	905470	31,825	\$ 1,235.13	\$ 102.00	6/4	Seven Seas Marin	10,334,000	10,401,000	67,000	\$2,600.27	\$ 102.00
9/28	Pacific Wolf	933190	936800	3,610	\$ 140.10	\$ 102.00	6/10	wash down	10,401,000	10,402,000	1,000	nc	
10/7	Pacific Wolf	938715	941783	3,068	\$ 194.05	\$ 102.00	6/15	Bob Franco	10,402,300	10,407,800	5,500	\$213.46	\$ 102.00
10/29	Sam M Taalak	3846620	3849213	2,593	\$ 194.05	\$ 102.00	6/25	wash down	10,408,000	10,410,000	2,000	nc	
10/30	Greta	3849210	3851800	2,590	\$ 194.05	\$ 102.00	6/25	Amsterdam	10,410,000	10,501,000	91,000	\$3,531.71	\$ 102.00
12/19	Perseverance	3851847	3858594	6,747	\$ 261.85	\$ 102.00	6/30	Bob Franco	10,501,000	10,505,000	4,000	\$194.05	\$ 102.00
12/20	Endeavor	3858595	3880280	21,685	\$ 841.59	\$ 102.00	7/9	Bob Franco	10,505,400	10,507,200	1,800	\$194.05	\$ 102.00
12/20	Pacific Wolf	941783	943038	1,255	\$ 194.05	\$ 102.00	7/23	wash down	10,508,000	10,510,000	2,000	nc	
							7/27	Bob Franco	10,510,030	10,514,600	4,570	\$194.05	\$ 102.00
							8/6	Amsterdam	10,516,000	10,589,000	73,000	\$2,833.13	\$ 102.00
							8/19	Bob Franco	10,589,400	10,593,000	3,600	\$ 194.05	\$ 102.00
							8/19	wash down	10,593,000	10,596,000	3,000	nc	
							8/20	Amsterdam	10,596,000	10,688,000	92,000	\$ 3,570.52	\$ 102.00
							8/27	Bob Franco	10,688,000	10,690,000	2,000	\$ 194.05	\$ 102.00
							8/29	Endeavor	10,690,250	10,818,850	128,600	\$ 4,990.97	\$ 102.00
							9/3	Amsterdam	10,819,000	10,915,000	96,000	\$ 3,725.76	\$ 102.00
							9/16	wash down	10,915,300	10,915,900	600	nc	
							9/17	Amsterdam	10,915,900	11,001,500	85,600	\$ 3,322.14	\$ 102.00
							9/25	Bob Franco	11,001,500	11,006,500	5,000	\$ 194.05	\$ 102.00
							10/3	Sovereign	11,006,000	11,017,000	11,000	\$ 426.91	\$ 102.00
							10/4	Titan	11,017,450	11,050,750	33,300	\$ 1,292.37	\$ 102.00
							10/5	Sovereign	11,050,750	11,063,080	12,330	\$ 478.53	\$ 102.00
							10/7	Sovereign	11,063,100	11,096,075	32,975	\$ 1,279.76	\$ 102.00
							10/8	Titan	11,096,075	11,134,000	37,925	\$ 1,471.87	\$ 102.00
							10/8	Bob Franco	11,134,000	11,143,730	9,730	\$ 377.62	\$ 102.00
							10/14	Bob Franco	11,143,200	11,145,750	2,550		
							10/21	Bob Franco	11,145,770	11,148,150	2,380	\$ 194.05	\$ 102.00
							10/25	Marie H	11,148,150	11,150,470	2,320	\$ 194.05	\$ 102.00
							10/25	Bob Franco	11,150,470	11,151,510	1,040	\$ 194.05	\$ 102.00
							10/30	Endeavor	11,151,000	11,167,100	16,100	\$ 624.84	\$ 102.00
							11/19	Endeavor	11,167,100	11,269,270	102,170	\$ 3,965.22	\$ 102.00
							11/28	Pacific Wolf	11,269,260	11,271,000	1,740	\$ 194.05	\$ 102.00
							12/11	Bob Franco	11,271,840	11,276,200	4,360	\$ 194.05	\$ 102.00
							12/20	Iberian Bulker	11,276,200	11,306,950	30,750	\$ 1,193.41	\$ 102.00
							12/24	Bob Franco	11,306,000	11,308,000	2,000	\$ 194.05	\$ 102.00
											-		
Year to Date Totals:				142,799	\$ 7,214.66	\$ 2,448.00	Year to Date Totals:				1,093,280	\$ 44,166.57	\$ 4,386.00
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						

2019 Load and Launch

1/10/2020

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Season Pass Office	2	4	31	39	49	29	18	3				1	176
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	1	332
Single Launch Office				6	9	8	5	2		1			31
Single Launch Booth				56	501	1,178	1,757	762	146	0			4,400
Single Launch Paystation				248	296	509	821	436	215	97			2,622
Total Launches	0	0	0	310	806	1,695	2,583	1,200	361	98	0	0	7,053
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	120.54	\$40,019.28
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	64.90	\$21,546.80
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	1,181.29	0.00	0.00	\$85,016.86
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	636.02	0.00	0.00	\$45,773.97
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	1,181.29	0.00	120.54	\$125,036.14
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	636.02	0.00	64.90	\$67,320.77
Total Revenue w/o tax													\$192,356.91

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

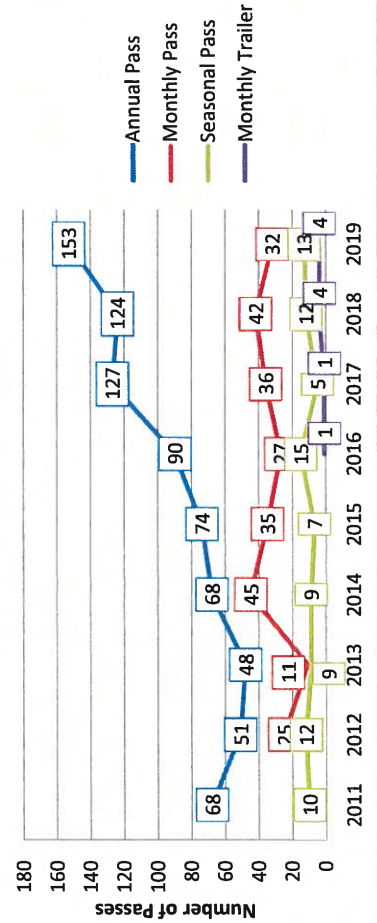
2019 Parking Pass Revenues

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 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	\$184.33		1				3				4
November	\$92.17			1							1
December	\$1,105.99		5	2							7
2019 Total	\$28,628.08	\$651.00	98	55	31	1	32	11	2	4	234
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	2008	2007	2006
May											\$654.87	\$745.25	\$710.68	\$683.72	\$590.00	\$362.78	\$359.95	\$560.54	\$155.54
	338.72	\$510.40	\$552.16	\$134.56	\$1,535.84	\$1,255.50	\$1,046.25	\$599.85	\$1,478.99										
No. of Sales:	73	110	119	29	331	270	225	129	237		132	144	136	130					
June											\$4,007.70	\$3,479.72	\$3,587.02	\$3,114.86	\$3,394.00	\$2,784.09	\$3,250.56	\$3,853.54	\$4,027.06
	\$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										
No. of Sales:	344	489	579	125	1,537	1,348	1,203	1,043	800		789	698	694	613					
July											\$4,662.57	\$4,224.97	\$4,297.70	\$3,798.58					
	\$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	\$6,185.02	\$7,324.48	\$7,893.35
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					
August											\$13,306.43	\$10,593.65	\$10,566.35	\$11,840.55					
	\$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	\$3,921.73	\$4,001.81	\$4,849.64
No. of Sales:	407	485	691	169	1,752	1,376	1,271	1,333	1,062		1,133	816	730	795					
September											\$19,631.68	\$14,612.48	\$14,262.69						
	\$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	\$421.38	\$538.02	\$521.10
No. of Sales:	18	16	16	4	54	162	151	184	144		28	25	44	74					
Year Total					\$28,030.24	\$25,307.10	\$22,301.40	\$21,083.10	\$20,786.30		\$19,775.87	\$14,736.19	\$14,466.41	\$16,208.91	\$16,805.75	\$10,642.73	\$14,138.64	\$16,278.39	\$17,446.69
Sales Total					6,041	5,442	4,796	4,534	xx% inc.		5% inc.	26% inc.	2% inc.	11% dec.	4% dec.	20% inc.	5% dec.	13% dec.	2006-2007 6% dec.

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

Port & Harbor Advisory Commission 2020 Meeting Calendar

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

**2020 HOMER CITY COUNCIL MEETINGS
ADVISORY COMMISSION/ BOARD ATTENDANCE**

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

The 2020 meeting dates for City Council is as follows:

January 13, 27	<u>Donich</u>
February 10, 24	<u>Stockburger</u>
March 9, 23*	<u>Zimmerman</u>
April 13, 27	<u>Zimmerman</u>
May 11, 26*	<u>Donich</u>
June 8, 22	<u>Ulmer</u>
July 27**	<u>Ulmer</u>
August 10, 24	<u>Carroll</u>
September 14, 28	<u>Zeiset</u>
October 12, 26	<u>Stockburger</u>
November 23**	<u></u>
December 14, 21****	<u>Carroll</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.