

NOTICE OF MEETING  
MEETING AGENDA

1. CALL TO ORDER
2. APPROVAL OF THE AGENDA
3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA
4. RECONSIDERATION
5. APPROVAL OF MINUTES
  - A. November 14, 2012 Regular Meeting Minutes Page 1
6. VISITORS
  - A. Dave Brann, Kachemak Water Trail
  - B. Dave Seaman, Wooden Boat Society Page 7
  - C. Susannah Webster, Best Beginnings Business and Economic Impact Task Force Page 27
  - D. Kyra Wagner, MAPP update
7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORT
  - A. RV parking in Homer's Central Business District Staff Report from Dotti Harness-Foster, Planning Technician
    - a. Designate member to work with Ms. Harness-Foster Page 37
8. PUBLIC HEARING
9. PENDING BUSINESS
  - A. Marine/Commercial District Zoning on the Spit - Pier One Lot Planning Page 39
10. NEW BUSINESS
  - A. Appointing a member of the EDC to the Best Beginnings Homer Business and Economic Impact Task Force.
  - B. Update from Commissioner Wagner on Marketing Homer to High Tech Business.
    - a. Establish potential work session date
11. INFORMATIONAL ITEMS
12. COMMENTS OF THE AUDIENCE
13. COMMENTS OF THE CITY STAFF
14. COMMENTS OF THE COUNCILMEMBER
15. COMMENTS OF THE CHAIR
16. COMMENTS OF THE COMMISSION
17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR TUESDAY, JANUARY 8, 2013 at 6:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska.



Session 12-09, a Regular Meeting of the Economic Development Advisory Commission was called to order at 6:00 PM on November 13, 2012 by Chair Sarno at the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS SCHMITT, SARNO, WAGNER, FAULKNER  
COUNCILMEMBER: ZAK (ABSENT)  
STUDENT REP: DAVIS  
ABSENT: KRISINTU (EXCUSED)  
STAFF: COMMUNITY AND ECONOMIC DEVELOPMENT COORDINATOR KOESTER  
DEPUTY CITY CLERK KRAUSE

### APPROVAL OF THE AGENDA

Chair Sarno called for a motion to approve the agenda.

FAULKNER/WAGNER - SO MOVED.

There was no discussion.

VOTE: YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

Bumppo Bremicker, city resident, member of the Kachemak Bay Wooden Boat Society, to speak about the Agenda item A under New Business the Pier One Parcel. He stated he talked to Rick Abboud, City Planner, in September 2012 regarding a place for the Wooden Boat Society. Mr. Bremicker proceeded to read a statement regarding the previous attempt to lease a 10,000 sf area of that parcel, the current intent to use it as a Barge Haul out; reviewed the area being suggested for use by the Kachemak Bay Water Trail Group; of the value the Wooden Boat Society has brought to the City over the last 20 years; and the amount of money saved, almost \$20,000 towards constructing a permanent building. He outlined what the Wooden Boat Society proposal for the space. Mr. Bremicker distributed a handout to the Commission entitle "Summer 2014". Mr. Bremicker went on to state that the Wooden Boat Society has been in discussions with the Kachemak Bay Water Trail group and are considering joining efforts since each group can work with the other.

Dave Seaman, president of the Wooden Boat Society, spoke on petitioning the City for a Lease and that they have always held their festival on the Spit. He explained that to haul their boats too far would cause a problem and he advocated the site that they have recommended. Mr. Seaman further noted the areas that they have been directed away from the water and pointed out the area that provided the best access. He did mention that he would be in favor of over-slope however there would be a higher cost to implement. He described how they move in and set up and as the years have gone by they have accumulated more equipment so would definitely appreciate a fixed spot for a permanent home. He noted that they are more a social and learning club and not in business to profit. He would like the support of the EDC.

Mr. Bremicker stepped up to provide a more detailed description on the selected or preferred location using the overhead aerial on the Pier One Parcel in response to questions from staff.

Mr. Seaman proceeded to explain that there is a preference to be closer to the Harbor since it is more protected, however will accept the alternatives, as outlined by the Wooden Bay Society and using the area recommended by the Water Trail and joining forces with them would be adequate to accommodate their intents. He thanked the Commissioners for their time.

Jim Lunny, Vice President, Wooden Boat Society, was present to advocate for the commissioners support by expressing the value he feels the Society offers and brings to the community as a whole; he reiterated comments that have been provided by other members of the Wooden Boat Society. Mr. Lunny added that the annual festivals attract a number of visitors and that could grow with the opportunity of a more permanent place to house the equipment. He further noted that having a more permanent home would open up the opportunity to teach also. Mr. Lunny pointed out that Port Townsend and Lake Union in Washington with a population base 200 times Homer each have separate events on the same bay, both well attended and what value is added to their respective communities.

Mr. Wagner commented that it is all Economic Development and hopefully it can be brought together and approved by the City.

Mr. Faulkner questioned the proposed water trail and commented on the Wooden Boat Society providing more revenue than has been proposed. He did acknowledge that it was an out of the way corner. He thanked them for coming to the meeting.

#### **RECONSIDERATION**

There were no items for reconsideration.

#### **APPROVAL OF MINUTES**

A. Unapproved meeting minutes of August 14, 2012

Chair Sarno called for a motion to approve the minutes.

FAULKNER/SCHMITT- MOVED TO APPROVE.

There was no discussion.

VOTE: YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

#### **VISITORS**

There were no visitors scheduled.

Ms. Koester noted that Mr. Brann had requested to be a visitor and a conflict arose and he could not attend.

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

STAFF REPORT -

*Marketing Homer to High Tech Business -*

Ms. Koester reviewed her report and recommended that the commissioners if interested in pursuing this further to schedule a worksession to discuss the topic informally with industry representatives. She further recommended that they could outline questions and who to invite.

There was a brief discussion and the commissioners agreed that a worksession would be preferable over a regular meeting. Commissioner Wagner recommended inviting Michael Haines and offered to contact him. Staff requested the Commissioners email her with further questions and recommendations. A date after the holidays would be preferred for a worksession.

*RV Parking in Downtown -*

Ms. Koester reviewed her report regarding the lack of RV traffic on Pioneer in the summer season, there is plenty of RV's visiting the Spit. There is a lack of parking designated for RV's in downtown and this is outlined in the CEDS also. Ms. Koester commented that the Commissioners could work with the Chamber and land owners to designate a couple of locations in downtown. Of course the landowners would have to provide consent for this temporary parking.

She asked if the Commissioners thought this idea had merit and were interested in taking it on and that Planning Staff Dottie Harness-Foster has stated that she could present to the commission on the legalities.

Commissioner Wagner commented on the value to have the RV Parking. Chair Sarno also stated she would contact the property owners too. Commissioner Faulkner inquired if the RV's could park at the High School noting that there were few parking lots capable of parking RV's. Staff responded that and several other areas would be accessible for parking around town but she had not approached the school.

*New State of Alaska Loan Programs -*

Ms. Koester provided a brief synopsis on the availability of the new programs resulting from HB312 and that she had worked on this when working with Representative Seaton's office. Ms. Koester did have brochures with her if the commissioners were interested. Chair Sarno commented on the need and opportunities offered by having these micro-loans; and agreed that it would be good to have the Alaska Division of Economic Development to present on the new loan programs at the next meeting. She then commented on items percolating on the internet regarding sea salt businesses and the success of those businesses. Staff indicated that questions like that would be appropriate to ask of the DEC representative.

*Kenai Peninsula Economic Development Industry Forum to be Held in Homer*

Ms. Koester commented that forum will be held in Homer instead of Kenai on January 31-February 1<sup>st</sup>, 2013. This is a great opportunity for Homer and the area businesses. She noted that it will be held at Land's End Resort and participants are typically the oil, gas, mining and support industries. The two day event will even have the Governor attending and the City is a co-sponsor of the event. Ms. Koester wanted the EDC to be aware of this economic event.

Chair Sarno commented on her wish to include participation of local small businesses not just the gas, oil and mining industries to diversify the agenda a bit. Staff explained this was an annual forum that was specifically for those industries and the City Council had approved a resolution in support of having the annual forum here. It is an opportunity to bring visitors to Homer in the winter. She did note that there was some discussion regarding a Tourism panel, etc. since it is Homer.

**PUBLIC HEARING**

There were no items for Public Hearing.

**PENDING BUSINESS**

There was no pending business on the agenda.

**NEW BUSINESS**

**A. Marine/commercial district zoning on Spit - Pier One Lot Planning**

Chair Sarno read the title into the record and stated that she may have a conflict being a member of the Wooden Boat Society.

Staff deferred to the Clerk. Ms. Krause stated that having declared a possible conflict it would be the commissioners present to vote if she actually did have a conflict.

There was a brief discussion and the commissioners determined that Chair Sarno did not have a conflict.

The discussion that followed made the following points:

1. Attendance by the City Planner to speak on behalf of the enclosed memo and information would have been preferred.
2. The background on the money that purchased the land and for what purpose and how and when they get their money returned.
3. Harbor users paying higher fees to support the arts.
4. The \$1 per year does not adequately pay back the value to the Enterprise Fund.
5. They are not a theater company they are a harbor. They have the responsibility to earn money for the Harbor.
6. Competition for existing Kayak Rental companies.
7. Discussion may be needed with existing businesses and the Water Trail group.
8. The location selected by the Water Trail/Wooden Boat is appropriate.
9. The Barge Basin is full and employing local residents a barge Haul out has been discussed long term and will provide earning potential for the community.

After further comments Chair Sarno inquired if the Commission was ready to issue a recommendation or wanting to postpone a decision until the next meeting. For the most part all commissioners were in favor of the idea having the Water Trail and the Wooden Boat Society there but wanted more details on the proposed plans.

Ms. Davis, responded to Chair Sarno, that the proposed Water Trail/Wooden Boat usage would be very good for the younger residents of the area offering an opportunity to work with adults.

Staff noted that they could have all the parties available for discussion at the next meeting if desired.

The commission agreed by consensus to postpone further discussion to the next meeting.

The commissioners did not discuss other prospects or recommendations as outlined in Staff Report 12-53 dated September 14, 2012 from Rick Abboud, City Planner in any further detail.

There was no further discussion.

B. Discussion on roles and responsibility of Advisory Economic Development Commission and the City of Homer in promoting Economic Development.

Chair Sarno introduced the item into the record.

Ms. Koester explained why this item was in the packet. She noted that one of the actions the commission could do was review the Bylaws and possibly update them since the last update was in 2006.

There were no comments or recommendations from the commission.

Chair Sarno thanked Staff for putting the information together for their review.

C. Rescheduling December meeting

Chair Sarno stated that she will be leaving on December 11<sup>th</sup> and asked to have the meeting rescheduled earlier so she can attend.

Staff deferred to the Clerk for the question regarding procedure.

Ms. Krause provided the conditions that warrant rescheduling a meeting.

It was determined that the remaining members of the commission would be available on the regular meeting date therefore the quorum requirement would be attained.

Chair Sarno noted that she would be absent for the December and January meetings.

Ms. Koester did state that when reading the by-laws the commission should have had Elections on this meeting agenda. She recommended that item should be added to the December agenda.

It was noted in discussion that the commission preferred to address this when the chair was in attendance. The Clerk nodded in agreement when the question of a motion being needed was raised.

FAULKNER/WAGNER - MOVED TO DEFER ELECTIONS TO THE FEBRUARY MEETING UPON THE CHAIR'S RETURN.

There was no discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

D. Draft Resolution Establishing the 2013 City Council and Advisory Body Meeting Schedule

Chair Sarno introduced the item to the floor for discussion.

There was a brief discussion regarding changing the meeting date.

The Commission approved keeping the 2013 Meeting Schedule as presented in the Draft Resolution by consensus.

#### **INFORMATIONAL MATERIALS (for discussion only)**

A. Chapter 8 Economic Vitality of 2008 City of Homer Comprehensive Plan.

B. Resignation of Councilmember Beth Wythe from Commission due to election status as Mayor.

C. Appointment of Bryan Zak as City Council Representative to the Economic Development Advisory Commission

There were brief comments on the informational items.

#### **COMMENTS OF THE AUDIENCE**

Mr. Bremicker commented on parking in downtown Homer and he identified a large parcel of property that is owned by the City that could be used as a central parking lot and even noted that the individual parking at businesses downtown could be minimized. Next Mr. Bremicker commented on the purpose of the Wooden Boat Society and offering the opportunity to the people to build and sail their small wooden craft along with the kayaks. They have no intention to offer competition with any other existing business. They want to work together with everyone and they do have a plan.

He noted that at \$0.50 per sq ft for \$1875.00 commercial rate they may be able to negotiate for that; putting the Wooden Boat out near the road would not work for their needs, Mr. Bremicker recommended using it for other businesses and knocking down the existing building as it was unsafe.

Mr. Seaman commented that they are not in the boat livery business, but would be amenable to maybe working with existing businesses; however they have no intention of performing that service; he commented that they did a tour of the Spit in kayaks a few years back with Dave Brann and it was very interesting and had a great time. Mr. Seaman commented on the proposed Barge Haul out and that it would not impair the camping in the summer.

Mr. Larry Sloan, city resident, commented on RV parking, not clear what is meant by temporary, questioned if it is over-nite or day use; Legislation available for business start-up general regarding Charter and Halibut fishing, he is reading that there are too many operators and not enough product;

he suggested recommending the forum reschedule to a few weeks earlier before the Council meeting on January 25, 2012 since Council will be making a decision on natural gas in regards to the availability of adequate gas for the City. Since gas and oil were to be to major attendees this would provide some very relevant information for Council. In regards to the Wooden Boat Society, he stated he was in agreement with the comments on commercial operators and the social aspect of some value but not enough to counter the necessity of paying the operations and maintenance of the Spit. The commercial aspects have to have priority.

**COMMENTS OF THE CITY STAFF**

Ms. Koester stated she has her marching orders for the next meeting and invited the commissioners to contact her with items for the agenda and thanked the Chair for all the works she does to help formulate the agenda.

**COMMENTS OF THE CHAIR**

Chair Sarno thanked staff and the commissioners; reminded them she would be gone the next two meetings; she encouraged the commissioners to come forward with a recommendation that will bring it to Council so that something can come forth this summer.

**COMMENTS OF THE COMMISSIONERS**

Commissioner Wagner commented on including a Business Plan in their Proposal or simple Budget may help. He also is glad the Commission is back meeting again.

Commissioner Faulkner commented that Mr. Seaman meet with Mr. Brann before the next meeting to clarify their intent. He did state it was his intent to attend the Water Trail meeting. He also encouraged the Commissioners to come up with someone to fill his seat.

Commissioner Schmitt commented that it was always very interesting being on the commission; it gives a good perspective of both the community and the local government on what is going on; he did appreciate the Wooden Boat Society has enjoyed working with wood and sailing wooden boats; he definitely wants to see them on the Spit and they need to work it out so it benefits them and the existing businesses; it is all part of the process. He looks forward to hearing the rest of it at the next meeting.

Ms. Davis thanked the Wooden Boat Society and has certainly been a fan and agrees with everyone on the commission that clear lines need to be drawn and should not impede on existing businesses but believes it is a great idea.

There being no further business to come before the Commission, Chair Sarno adjourned the meeting at 7:50 p.m. Next regular meeting is scheduled for December 11, at 6:00 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

APPROVED: \_\_\_\_\_



## Kachemak Bay Wooden Boat Society

PO Box 97 • Homer, Alaska 99603

Phone: 907-235-2986

The Kachemak Bay Wooden Boat Society (KBWBS) seeks support from the city council for a long term lease for a ½ acre of land on the east corner of Tract 1 of the city lot known as The Fishin Hole #2 for the creation of a structure to serve as the center for the KBWBS activities, programs, and maritime education.

### About KBWBS

Our mission is to provide hands on maritime educational, historical, and social experiences to locals and tourists, society members and members of the general public, and to provide a nexus of maritime interest for ourselves and other similar groups on the Homer Spit.

Our vision is to become the center of maritime interest and education on the Spit by providing a central focal point for the historical, ongoing, and future marine trades and industries that are the heart of Homer.

#### Guiding principles:

Volunteer driven

Community and family focused

Celebrating the richness of our marine heritage

Educational programming that excites and inspires interest and participation in marine related activities.

The Kachemak Bay Wooden Boat Society has been in existence for over 20 years. We have a 5 member board. We have 15 more very involved members who help carry the torch through the year. We have another 10 who jump in at festival time, and another 100 on the email list, who voice their opinions, bring their boats to the festival, and buy T shirts and hoodies each year. We have 800-1000 of the general public who show up at the main event, 300 of which are kids who come for kid's boatbuilding, our most popular event.

This year we successfully held our 20<sup>th</sup> anniversary Boat Festival. We have developed plans and programs waiting in the wings which we seek to implement but need a place to build and create: a meeting place for our group that is separate from members' homes, restaurants, and bars, which we have been using, and which is large enough to accommodate the continued growth of our group. We plan to:

- a. Teach classes in marine related activities
- b. Provide support for other community members to teach



## Kachemak Bay Wooden Boat Society

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- c. Provide support for visiting experts in various disciplines to teach marine related activities, such as boatbuilding, boat repair and restoration, and marine safety.
- d. Encourage other groups with maritime programs and spatial limitations to join us as limited partners for their meeting needs, such as the Homer Yacht Club and the Water Trails Group.
- e. Provide space for other groups' limited infrastructure to carry out their mission, such as an informational kiosk for the Water Trails Group.

Our growing membership and local interest is driving us to expand our offerings and the need to have a home base in which to do it. Specifically, we are in desperate need of:

1. Our own office space, computer, and telephone number.
2. A space for our considerable library of maritime books, periodicals, and audiovisual materials.
3. Space to store and use tools and materials donated to us.
4. Storage and secure publicly accessible space to show off historically and artistically valuable marine-related objects such as boats built by Norm Griffin.
5. Space usable for a gallery for marine painting and photographic exhibits, particularly during Festival time. We also plan to show more marine related films, and have public speakers on a more regular basis.
6. Shop space for hands-on training for all ages in appropriate, practical, and desirable activities having to do with boats.
7. Inside space for festival events on days of less than perfect weather.

We are a family oriented group, and believe that with a center we would have a venue for folks of all ages to congregate at any time of the year for good clean fun. For example, our kids' boatbuilding program is easily expandable toward bigger kids with more serious boats, given a workable space to hold sessions. Kids of all ages need and deserve the opportunity to cast off from their normal paradigms into the exciting and unknown, and we are here to guide them into those areas that boats and the sea can provide. Perhaps someday there could be a revitalization of the Sea Scout program.

After all, we are a maritime community. While much is being made of industrial needs and opportunities on the Spit, we believe that some space and energy should be committed to the human element, for the



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enjoyment and education of citizens and visitors in a maritime setting, in a manner that puts local folks' and visitors' social and educational needs on a par with the importance of industrial development.

We expect that acquiring a permanent site and home for KBWBS will enable considerable programming growth and associated revenues that will continue our history of fiscal success. Currently the KBWBS gains revenue in auction and raffle proceeds, and from sales of shirts and hats and other collectible goods printed with our annually changing logo. Our current bank balance is in the neighborhood of \$22,000.

We in the KBWBS feel the city should be excited to commit a small piece of property on the Homer Spit towards this end, and that the social and educational rewards will be at least as important as the economic ones. We are asking for a ½ acre dedicated to our headquarters, with seasonally available space surrounding it for expansion during festival times. We seek terms similar to those of Pier One, and we would be providing our own building and not asking the city for any other support.

### Site Development

Our plans call for a 40' X 44', stylish, functional, and traditional looking timber frame shop building having a 20' X 44' main bay with a 10' X 44' side bay including heated office space with library and restroom and secure inside storage for fragile or valuable items. Opposite the office bay would be a shed off the main building for dry unheated storage for our small boat fleet and paraphernalia related to festival operations such as tent parts, booth, big stove, etc. This building would be in the corner by the breakwater, and built partially over the beach. We need beach access for the launching and retrieving of small boats, for launchings of newly built or rebuilt and restored or historic vessels, and so that at festival and other times when children are experiencing boating opportunities, we can monitor them closely. Plus we would not be taking up campground or industrial space.

We have a 5-year construction plan based on our current level of participation, fundraising ability, and in-kind construction skills. In the first year we would finalize plans and install pilings and foundation for our building, in the east corner of the 11 acre lot where Pier One sits. In the second year, we would buy or cut timbers for the building and begin to assemble the bents. In the third year we would erect the frame, and begin siding, roofing, windows, and doors. In the 4<sup>th</sup> year we would continue drying in, and in the 5<sup>th</sup> year we would be insulating, wiring, plumbing, and doing finish work, or having the appropriate contractors in, assuming the building is engineered for public occupancy. We expect



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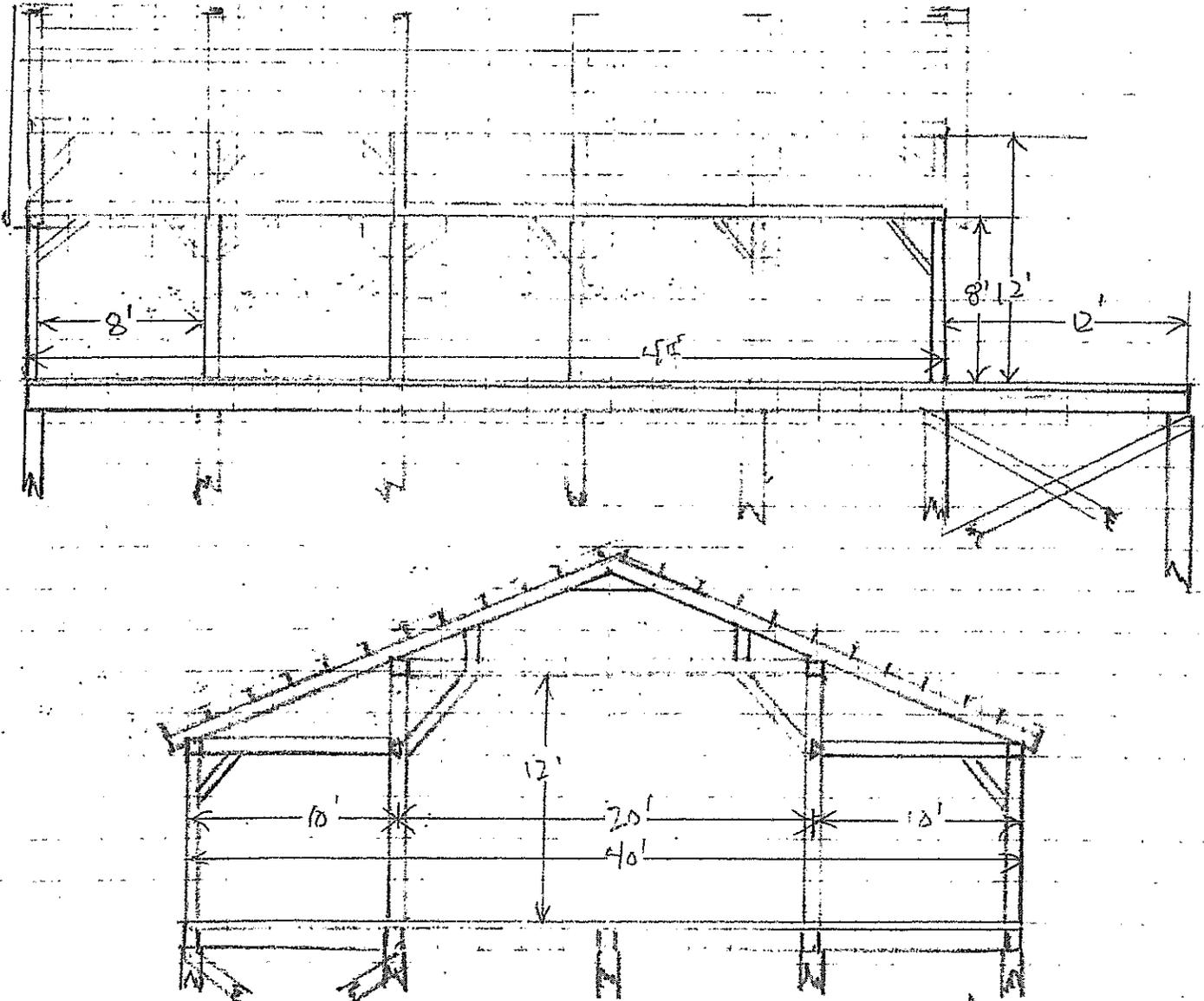
the final value to be in the neighborhood of \$200,000, but with much of that cost to be offset by in-kind donations of labor, donations of materials, and a grant-writing campaign. Thus the project may be accelerated. We would expect to have temporary quarters on site for office space during the construction phase.

As soon as we have a dedicated headquarters site we will be better able to show the city and the public that our support base is varied and enthusiastic, and we will be able to involve the public more, both in our construction, and in the use of the beach area for activities such as small boat tours and races, fundraisers such as picnics, and the festival itself, benefitting from the pride of stewardship.

We believe we are uniquely qualified to become a nexus of maritime interest on the Spit. We would respectfully remind those in the city bureaucracy that in addition to the financial and industrial uses and pathways the city is pursuing for the Homer Spit, there is the important factor of livability, of family fun and interest, of recreational opportunity on the Spit and on the waters close to the Spit. We offer the option of social get-togethers in ways that guide folks in practical and exciting ways and promote involvement in trades and activities that are currently useful, potentially profitable, and deeply satisfying on many levels.

Timbers, etc:

1. uprights: 8x8
2. plates: 8x8
3. rafters: 8x8
4. purlins: 2x6
5. main girts: 8x12
6. floor joists: 2x12
7. angle braces: 4x6, 4x8
8. roofing: steel
9. siding: 3/4" x 8" lap rough cut
10. insulation: 4" - 6" spray foam
11. wiring: commercial, in conduit
12. floor: 1 1/8 T+G ply
13. treated pilings, x-braces
14. interior completely sheetrocked

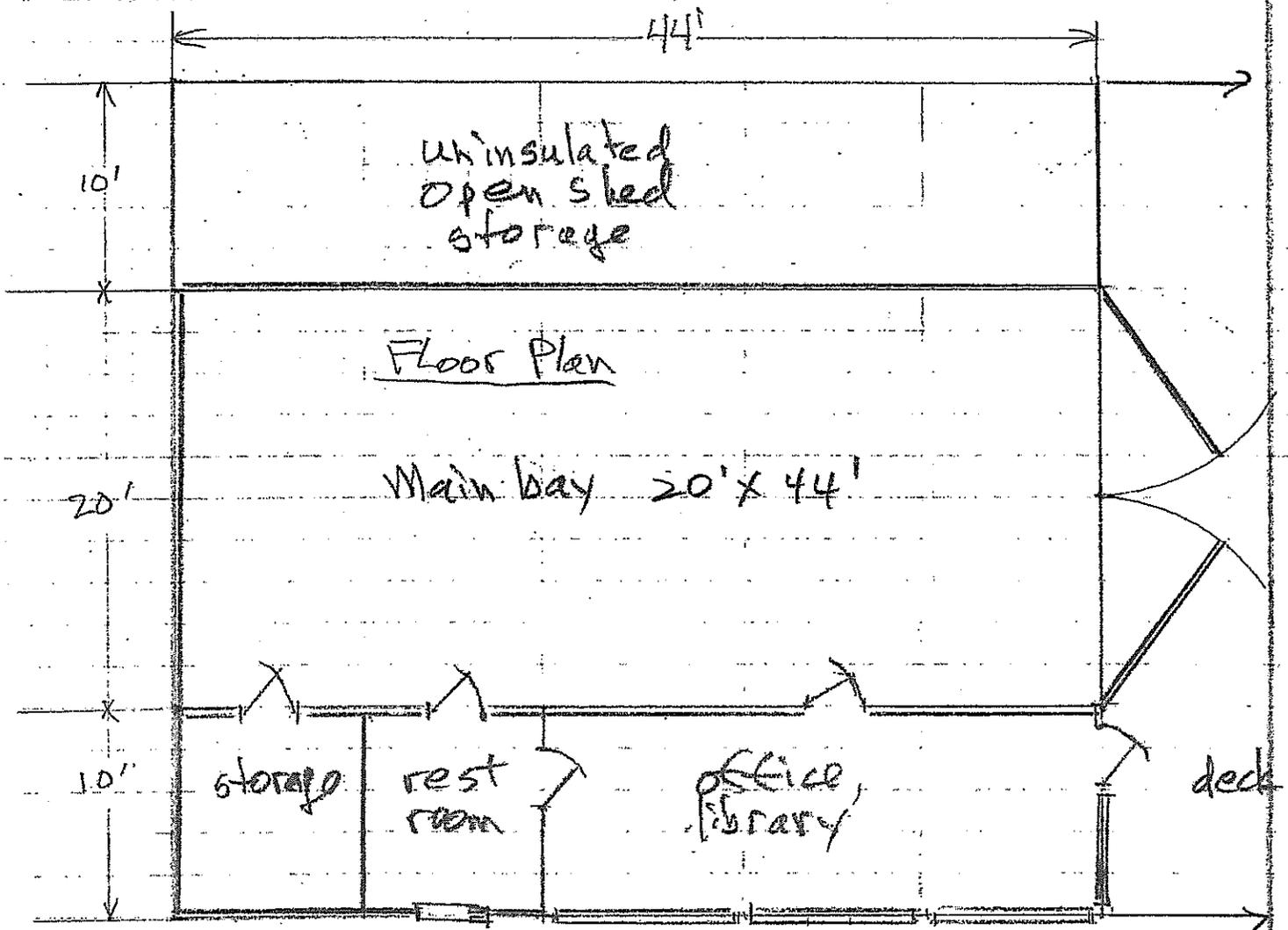
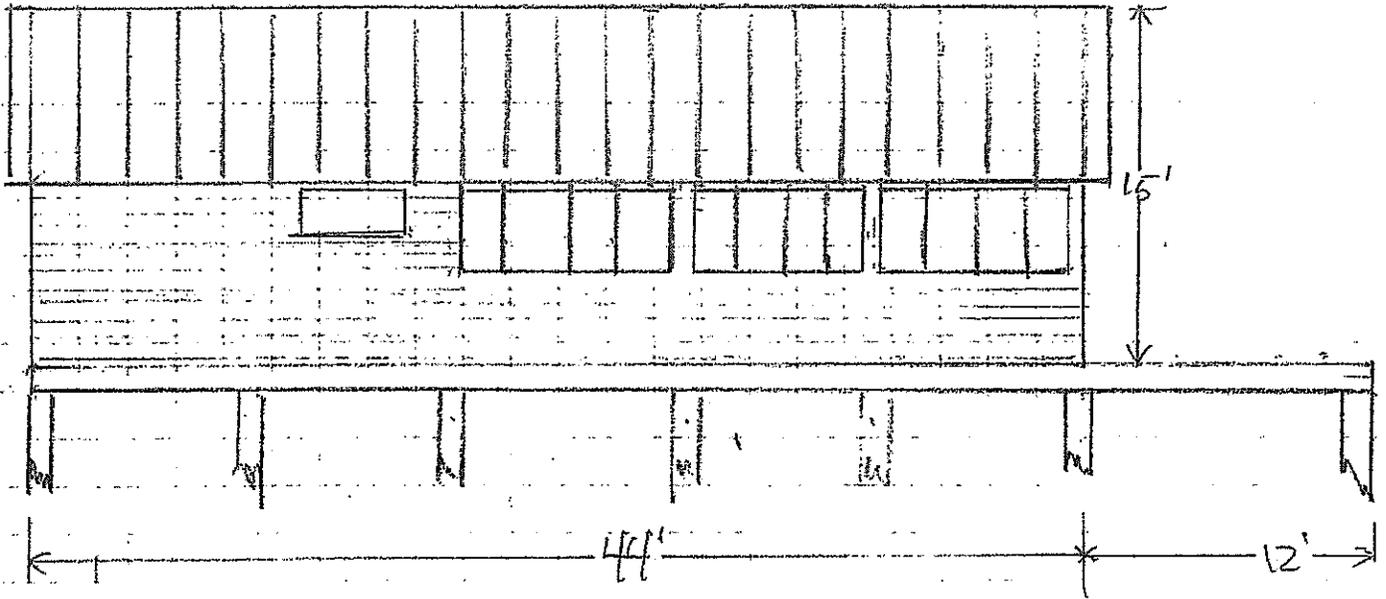


KWBBS Timber Frame HQ

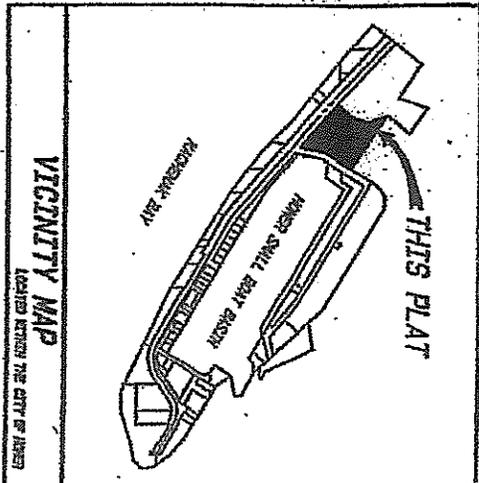
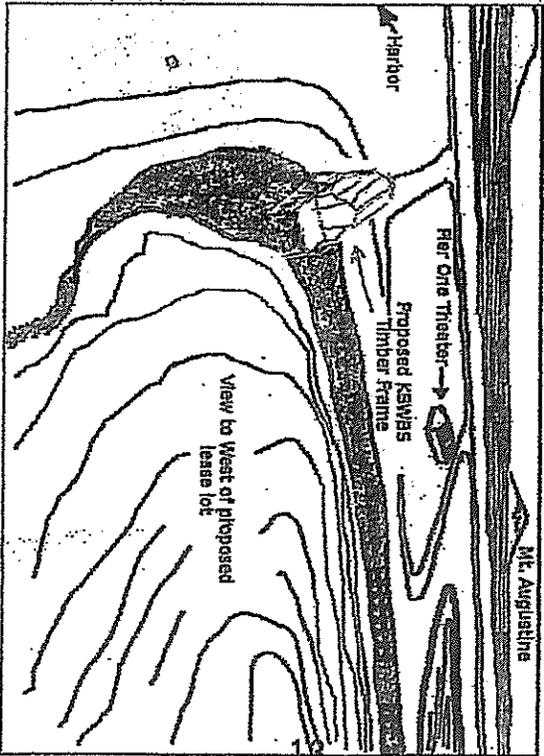
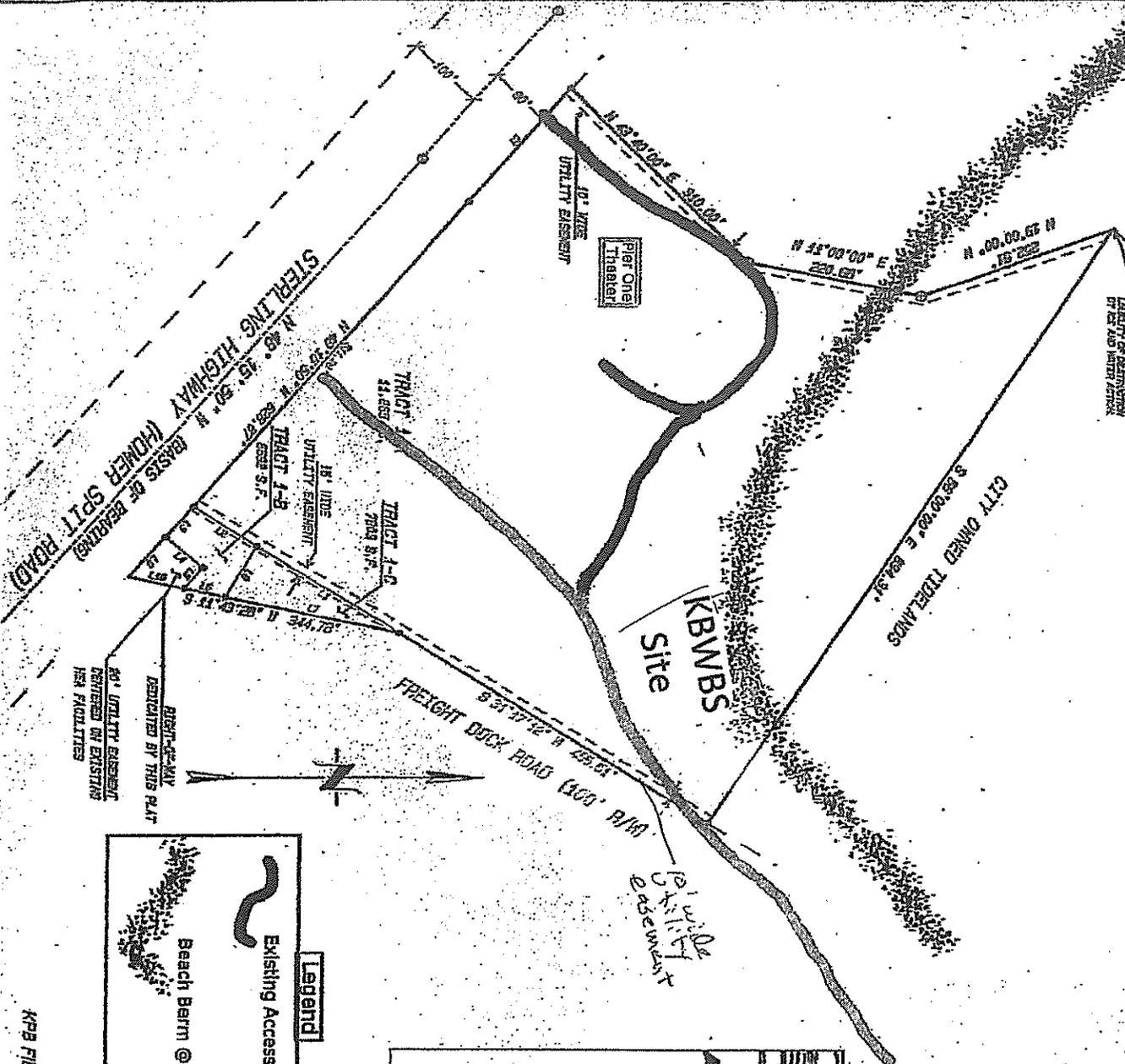
12/5/12

Don Seaman  
Scale: 1/8" = 1'

S. elevation



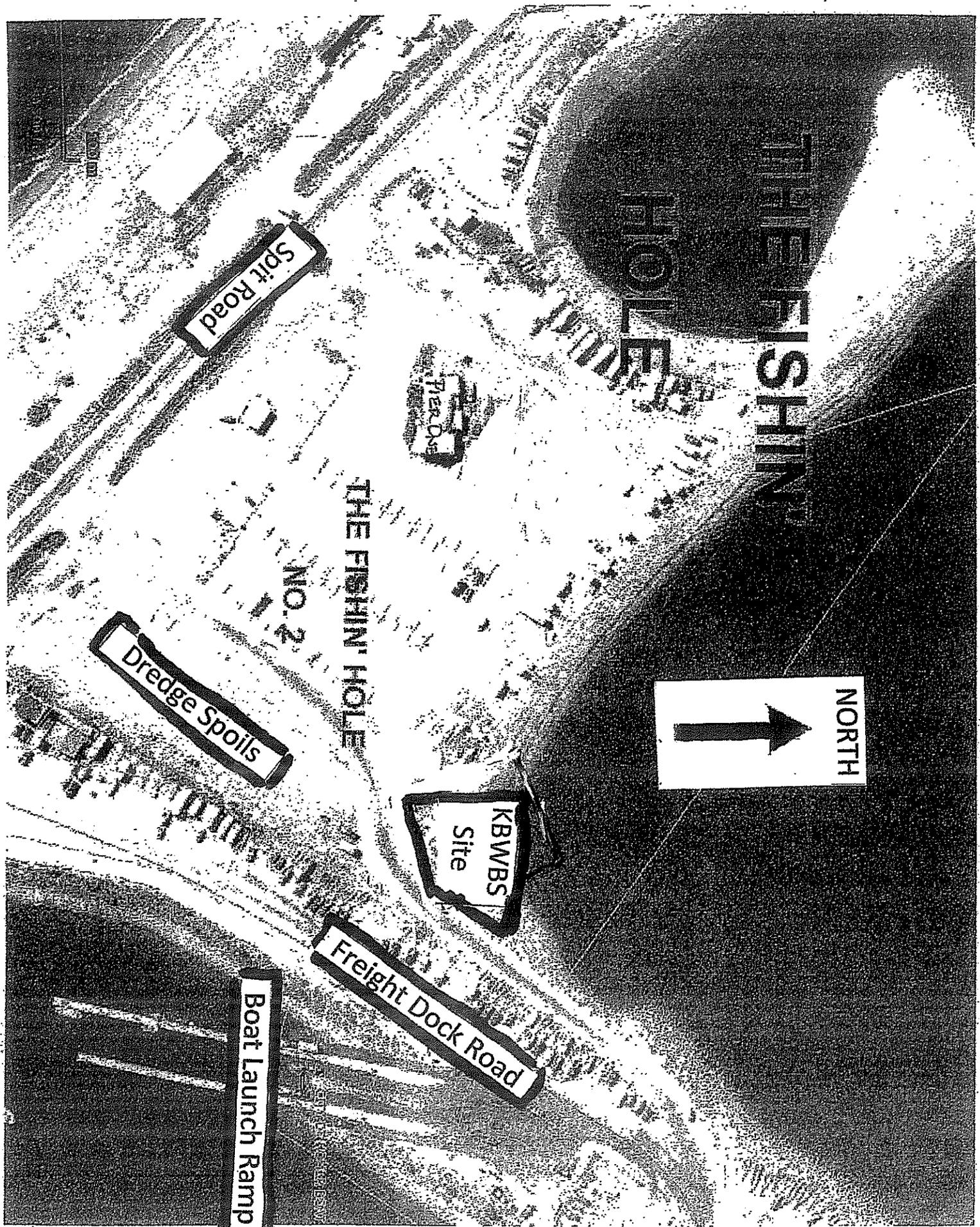
Approximate locations of proposed ~0.25 ac. Lease Lot, existing Pier One Theater building, Mean High Water and beach berms, and existing accesses



**THE FISHIN' HOLE NO. 2**  
 A REPLAT OF TRACT ONE, THE FISHIN' HOLE  
 ACCORDING TO PLAT NO. 98-39, HND  
 LOCATED WITHIN THE SE1/4 S.35, T6S, R13W,  
 SEWARD MERIDIAN, ALASKA AND  
 WITHIN THE CITY OF HOMER

**Proposed KWBBS Lease**

KPB FILE NO. 93-034

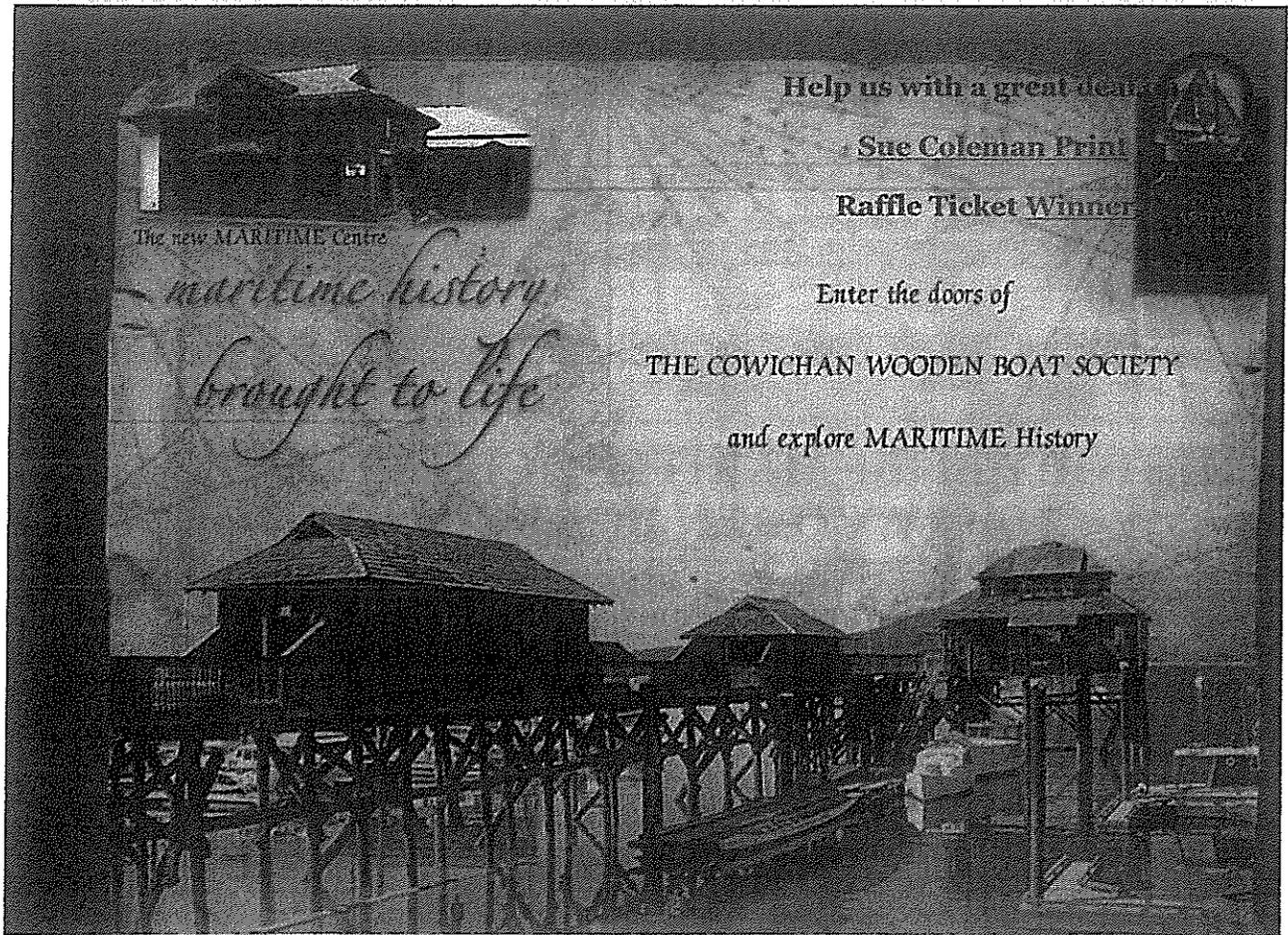


KBWBS Profit and Loss Statement 6/30/2010 to present

Gaming and general accounts have been combined, as all financial activity is based around the Wooden Boat Festival

2009 Balance:	\$7461.76		
2010 in:	\$19,433.16	out:	\$12,243.60
2011 in:	\$16,284.97	out:	\$6283.04
2012 in:	\$13,614.42	out:	\$13,395.82
Current balance:	\$22,261.45		





<a href="#">Wooden Boat Society</a>	<a href="#">Maritime Centre</a>	<a href="#">Heritage</a>	<a href="#">Membership</a>	<a href="#">Events</a>	<a href="#">Restorations</a>	<a href="#">Boats</a>	<a href="#">Contact Us</a>	<a href="#">Resources</a>	<a href="#">Home</a>
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[Nice CSS Menus Css3Menu.com](#)

Cowichan Wooden Boat Society  
1761 Cowichan Bay Rd. P O Box 22  
Cowichan Bay, BC V0R 1N0  
250.746.4955

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Wooden Boat Society	Maritime Centre	Heritage	Membership	Events	Restorations	Boats	Contact Us	Resources	Home
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## HISTORY of the MARITIME CENTRE & COWICHAN WOODEN BOAT SOCIETY

The Cowichan Bay Wooden Boat Society was originally conceived in the 1970's and started off as a boat building school. The first location was a small building at the Bluenose Marina. The present buildings were built on site and designed by Tim Richardson, a member of the Society, and were placed along an old Chevron Oil facility extending approx 82 meters into Cowichan Bay. This is probably the longest dock in the area. These buildings are called Galleries and now house many maritime artifacts which reflect the history of the Cowichan Valley.

The first three Galleries are open at each end which allows the public to walk through and view the displays. The end Gallery is a two level enclosed unit which contains many of the more environmentally sensitive artifacts such as model boats, pictures and a marine library.

In addition to the historic displays, the Center conducts several wooden boat building classes annually which are available to the public for a fee. These classes are conducted in a large workshop which includes many fine woodworking tools and equipment.

There is a marine ways which caters to the hauling and cleaning of wooden boats. It is well patronized especially during the summer months.

The Society is committed to the restoration and repair of wooden craft, along with preserving the history and heritage of BC's maritime past. Boats are often up to 40 feet in length. Unfortunately, simultaneous restorations are often restricted by the limited amount of outdoor covered space.

We organize and participate in many community events such as the Celebration of BC's 150th Birthday, Fast & Furious Boat Building Festival, the Christmas Sail Past and a Pirates Festival, to name just a few. We also travel to many local communities to support their events—Tall Ships Victoria in 2005 and 2008, Ladysmith coming events, Maple Bay Boat Show, Duncan Home Show are all examples of our involvement in other communities.

The aforementioned activities are in keeping with the Society's Mission Statement.

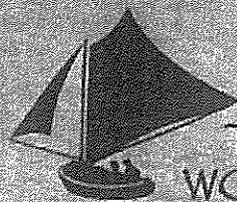
- To preserve the heritage of BC's maritime past as it relates to the Cowichan Valley
- To increase awareness and appreciation of this heritage
- To offer boat building programs and restoration projects.
- To conduct community activities that celebrates our maritime history

We have two full time employees: a shipwright who also is a restoration expert and instructor, and an executive director who is responsible for the many administrative, marketing, event planning and organizational needs of the Society.

We are home to the Cowichan Valley Dragon Divas, a group of cancer survivors who train and race their Dragon Boats right in Cowichan Bay. [www.dragondivas.ca](http://www.dragondivas.ca)

Over 10,000 visitors tour our facility annually from all over the world. We have over 250 members.

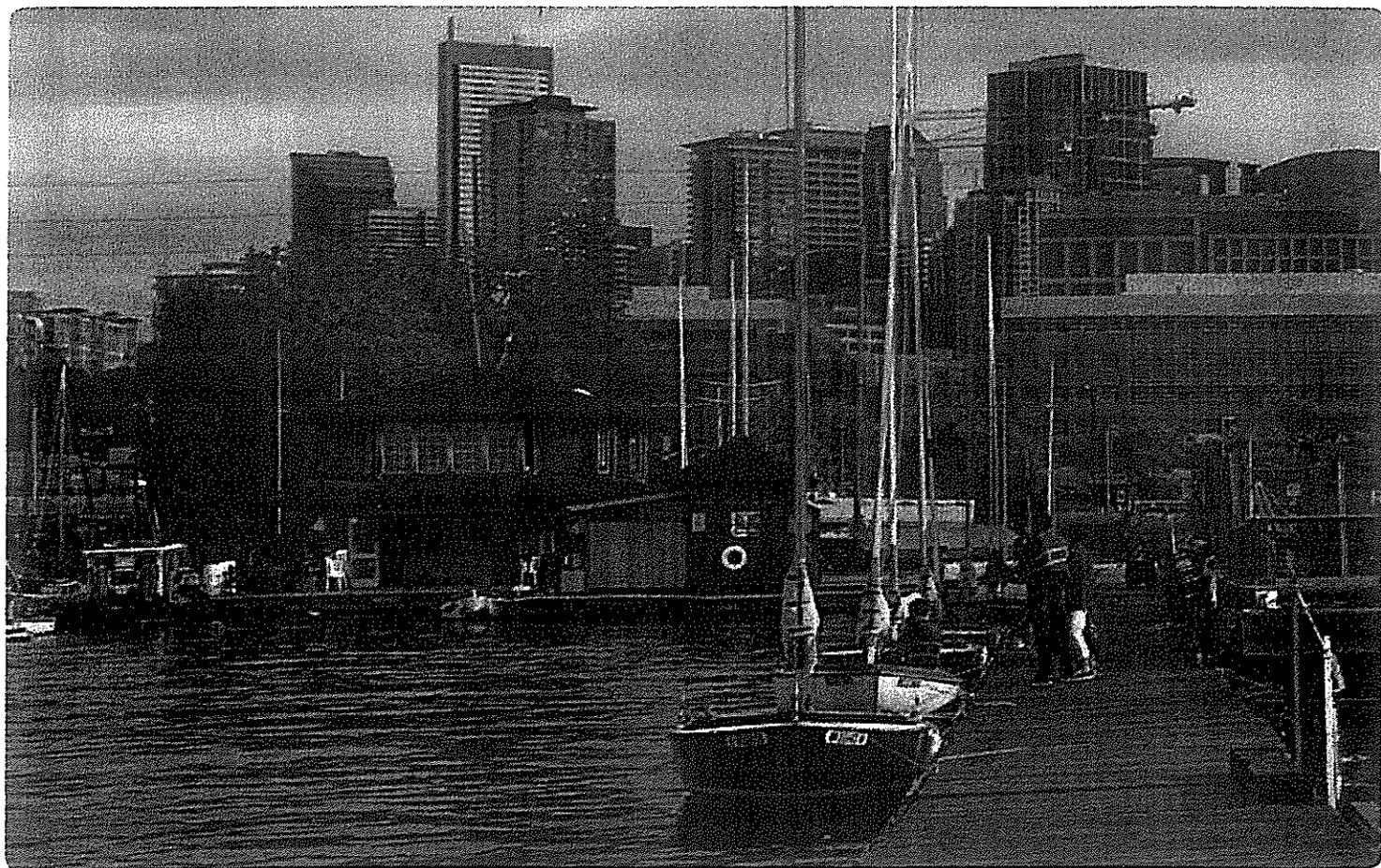
All of our activities are economic generators for the community. This area was traditionally fishing and logging environment. Due to economic changes, the need for a tourism venue to attract both locals and tourists is essential to the future of the businesses in Cowichan Bay. Our growth is important to ensure the continued employment of our two employees with the anticipation for future employment opportunities for the community.



The Center for  
WOODEN BOATS

# 2011 ANNUAL REPORT

## TO THE COMMUNITY



THE CENTER FOR WOODEN BOATS  
Seattle & Camano Island, WA

# WHAT A YEAR AT CWB!

2011 was a very full year for The Center for Wooden Boats!

The community participated in the Lake Union Wooden Boat Festival in record numbers (over 30,000 attended!) and we piloted new programs for underserved youth, including a Day Sailing program in combination with youth service agencies and a Job Skills Training program. It was fun to see our work reflected in several Seattle Times articles, including a front page story with color photos describing CWB's Lake Union Archeology project.

CWB's original campus in South Lake Union underwent a major face lift (new entry ramps! new utilities, new pilings!) to accommodate the new Lake Union Park next door and growing numbers of visitors.

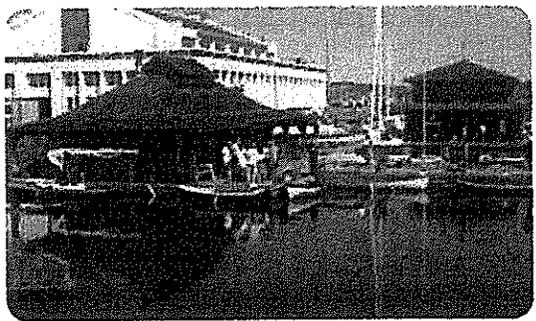
CWB's programs continued to grow and flourish at our northern campus on Camano Island at Cama Beach State Park, with deep appreciation for our strong partnership with Washington State Parks and Recreation.

In December CWB signed a five-year agreement with King County to take the next step in activating its newest location at the north end of Lake Union. The year was full of activity and planning, opportunity and challenges, and lots of learning, but throughout it all, support of and for a vibrant community.

Betsy Davis  
CWB Executive Director

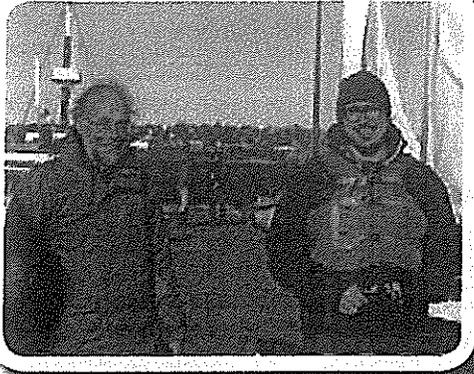
Today South Lake Union is showing off its makeover from a gritty industrial neighborhood to a classy and exciting new downtown. It features Lake Union Park which will bring new opportunities for fun, recreation and education to the nexus of recreated SLU. The Center for Wooden Boats sits right in the middle of it all.

Dick Wagner  
CWB Founder



The mission of The Center for Wooden Boats is to provide a gathering place where maritime history comes alive through direct experience and our small craft heritage is enjoyed, preserved and passed along to future generations.

# 2011: BY THE NUMBERS



## CWB serves over 100,000 unique visitors each year:

Lake Union Wooden Boat Festival	30,000
Boat Rentals ("livery")	5,000
Youth Programs	5,000
Free Public Rides	4,500
Adult Workshops and Speakers	1,000
Collaborative Events at Park/Wharf	5,000
Visitors to Visiting Vessels (e.g. M/Y Syrene)	5,000
Visitors to local ships (e.g. Lady WA)	3,000
Free onboard tours of historic ships	2,000
Dockside visitors to historic ships	50,000
Model Boat Pond Participants & Spectators	20,500
Volunteers	1,000
Museum visitors at SLU (estimate)	45,000
Museum visitors at CAMA (estimate)	3,000
Waterfront gatherings (e.g. birthdays, dinners)	5,000
Community meetings	2,000



## CWB is community based and powered by volunteers

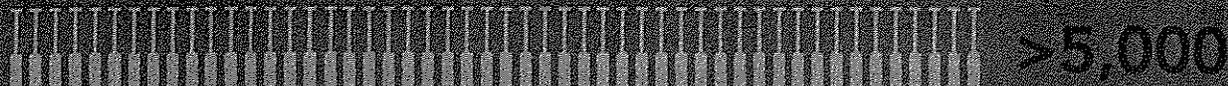
Members (as of 12/11)	2,012
Active volunteers each year	800
Volunteer time actually logged each year	12,000
Estimated actual volunteer time/year (hours)	20,000
Number of gifts CWB received in 2011	2,720



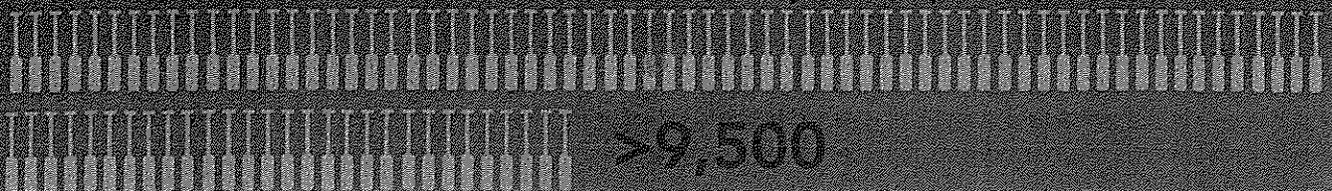
## CWB preserves a unique collection of historic boats

Boats CWB owns	149
Boats accessioned in CWB's Collection	62
Accession boats unique to the Northwest	46
Boats CWB has documented for Library of Congress	15
Monographs CWB has published on NW boats	5

Number of youth who boarded a boat at CWB in 2011 (each paddle represents 100):



Number of adults who boarded a boat in 2011 (each paddle represents 100):



# 2011 NOTABLE HIGHLIGHTS:



**WE COLLECT AND PRESERVE HISTORIC AND NORTHWEST SMALL CRAFT AND MARITIME CULTURE FOR FUTURE GENERATIONS.**

- Over 20 of the boats in CWB's collection can be rented by the public and sailed, rowed or pedaled on a typical livery day.
- 75 volunteers and 5 staff helped repair the boats in CWB's collection during 2011.

**WE MAKE LEARNING MARITIME SKILLS AND CRAFTS A LIFE-LONG EXPERIENCE.**

- CWB offered more than 60 workshops, classes or learning opportunities in 2011 for youth and adults at both campuses
- CWB had over 800 volunteers who ranged in age from 7 to 90 during 2011.

**WE BROADEN KIDS' HORIZONS IN HISTORIC BOATS AND BUILD THEIR CONFIDENCE THROUGH COMPETENCE.**

- In 2011, 13 at-risk youth gained work experience through our Job Skills Program. Following the program, 5 plan to attend college, 4 will enter the work force, 3 will enter Job Corps Programs, and 2 are continuing High School and are on track to graduate.
- CWB served 2,429 students in field trips in 2011, many of whom paddled a boat for the first time in their lives while participating in the field trip. 485 (20%) of those students utilized our pay-what-you-can option.



**WE PROVIDE FREE ACCESS TO THE WATER WHILE BEING OPEN AND WELCOMING TO ALL.**

- CWB provided \$17,000 in youth sailing programs scholarships in 2011
- CWB offered free CastOFF! Sunday boat rides to over 3,000 people in 2011

**WE PROVIDE A NATURAL OASIS AND COMMUNITY GATHERING PLACE AT THE WATER'S EDGE.**

- 30,000 people attended the free Lake Union Wooden Festival in 2011.
- CWB allowed over 350 community meetings to take place in the CWB Boathouse in 2011.

Youth built **1** Umiaq,  
**2** Flat bottom skiffs,  
**4** 'Quick & Daring' boats,  
**3** sea kayaks and  
**15** Pirate pond boats  
at CWB in 2011.

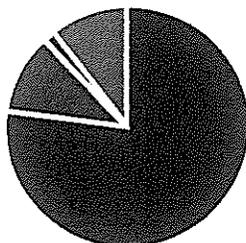
# STATEMENT OF FINANCIAL ACTIVITIES

The Center for Wooden Boats hired Clark Nuber P.S., to conduct an independent audit of our 2011 financial activities. They returned an 'unqualified' opinion, identifying our financial records to be an accurate representation of our financial records.

Audited 2011 financial statements, a.k.a. an accurate representation of our financial records.

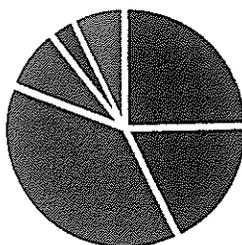
	2011	2010
Contributions	202,410	240,788
In-Kind Contributions	145,453	197,182
Grants	309,810	298,326
Memberships	69,046	63,246
Sponsorships	25,800	17,682
Special Events (Net)	58,551	60,157
<b>Contributed Revenue</b>	<b>\$811,070</b>	<b>\$877,381</b>
Program service fees	310,618	294,546
Sales to Public	43,133	33,618
Interest Income	1,647	3,935
Gain/Loss on sale of assets	(7,381)	(3,098)
Other Income	41,354	40,356
<b>Earned Revenue</b>	<b>\$389,371</b>	<b>\$369,357</b>
<b>TOTAL OPERATING REVENUE</b>	<b>\$1,200,441</b>	<b>\$1,246,738</b>
Program Expenses	975,153	842,437
Management and General	120,168	120,865
Fundraising	114,711	60,692
<b>TOTAL OPERATING EXPENSES</b>	<b>\$1,210,032</b>	<b>\$1,023,994</b>
<b>OPERATING CHANGE IN NET ASSETS</b>	<b>-\$9,591</b>	<b>+\$222,744</b>
<b>NON-OPERATING CHANGE IN NET ASSETS</b>	<b>+\$34,656</b>	<b>+\$465,416</b>
<b>TOTAL CHANGE IN NET ASSETS</b>	<b>+\$25,065</b>	<b>+\$688,160</b>
<b>ENDING NET ASSETS</b>	<b>\$2,883,633</b>	<b>\$2,858,568</b>

Professional accounting audits conducted by Clark Nuber, P.S.



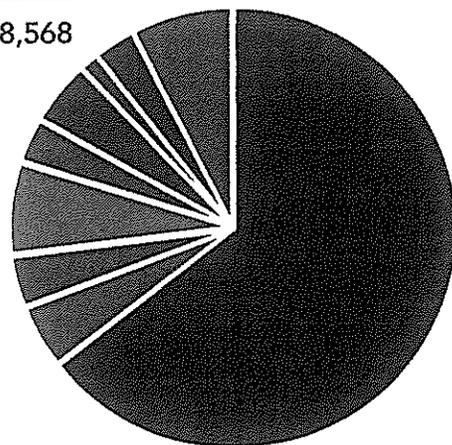
### 2011 Earned Revenue

- Programs
  - Sales
  - Interest Income
  - Other Income
- Total Revenue: \$389,371**



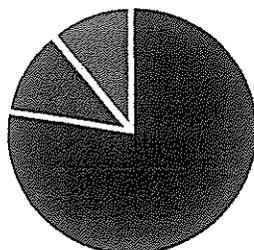
### 2011 Contributed Revenue

- Contributions
  - In-Kind Contributions
  - Grants
  - Memberships
  - Sponsorships
  - Special Events (Net)
- Total Support: \$811,070**



### 2011 Expenses Detailed

- Salaries, Benefits, Professional Services
  - Event Expenses (Festival, Regattas)
  - Workshop Expenses
  - Facilities Upkeep and Rent
  - Insurance
  - Printing, Postage, Office Supplies
  - Conferences, licenses, etc.
  - Cost of Goods Sold (Gift Shop)
  - Fees, Interest, Miscellaneous
- Total Expenses: \$1,210,032**



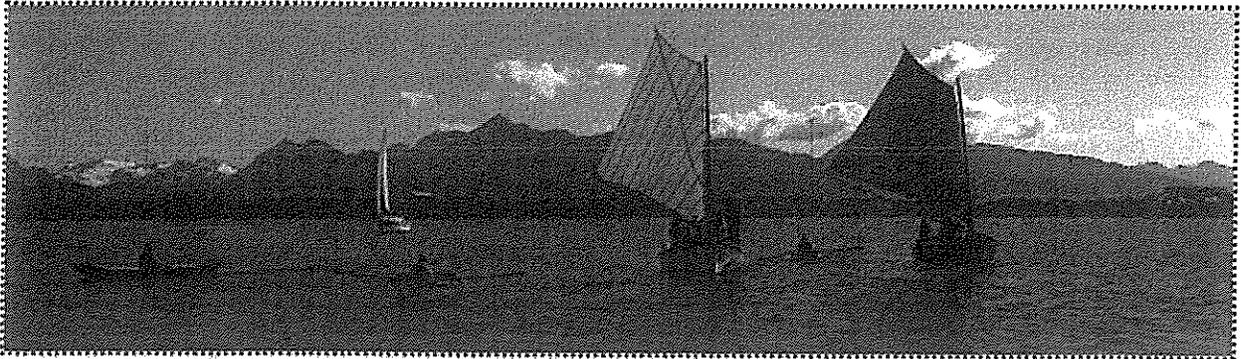
### 2011 Expenses Overview

- Program Services
  - Management & General
  - Fundraising
- Total Expenses: \$1,210,032**



# KACHEMAK BAY WOODEN BOAT SOCIETY

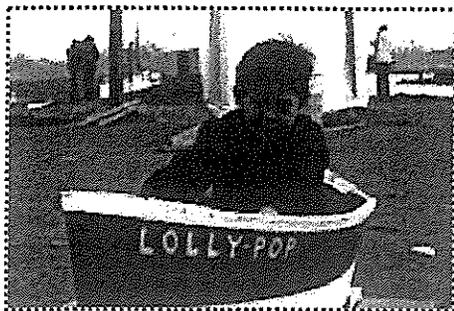
WELCOME THE FESTIVAL MEMBERSHIP GALLERY  
LOGBOOK & ANNOUNCEMENTS VIDEO



*Rowboats and Bristol Bay sailboats carry passengers on a short ride outside the Homer Harbor during the 2010 Wooden Boat Festival in Homer, Alaska.*

## ***KBWBS***

The Society is a non-profit organization dedicated to sharing the history, preservation, and creation of wooden boats and maritime traditions.



To that end, we present the annual Kachemak Bay *Wooden Boat Festival* in Homer, Alaska - fun, education, and lots of simply messing around with boats.

Follow KBWBS on Facebook

KBWBS • PO BOX 97 • HOMER, AK • 99603

# WOODEN BOAT FESTIVAL

WELCOME THE FESTIVAL MEMBERSHIP GALLERY

LOGBOOK & ANNOUNCEMENTS VIDEO

**FESTIVAL SCHEDULE**  
2012 will be the celebration of  
The Wooden Boat Society's  
40th Anniversary

### IVIN'S

#### DOWNLOAD SHEET

#### THURSDAY

9:00 AM - 10:00 AM - Registration at the  
Kachemak Bay Wooden Boat Society  
40th Anniversary Reception

#### FRIDAY

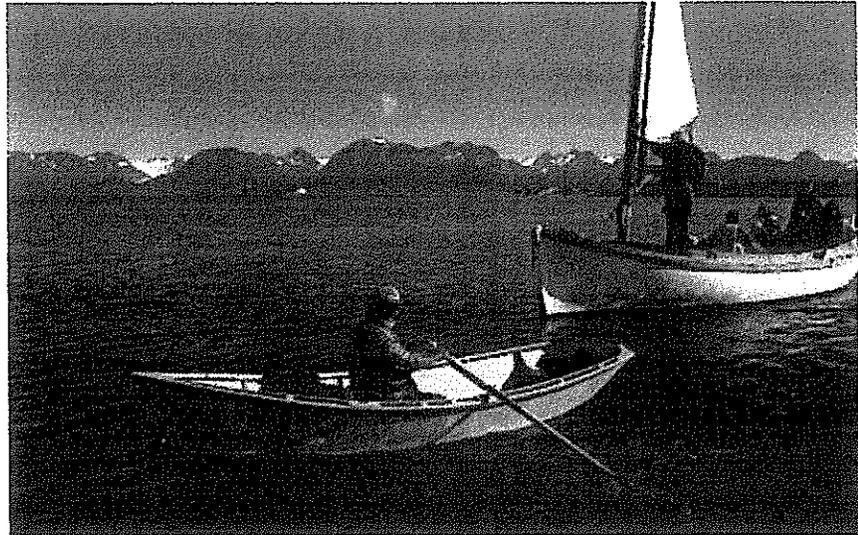
9:00 AM - 10:00 AM - Registration at the  
Kachemak Bay Wooden Boat Society  
40th Anniversary Reception  
10:00 AM - 11:00 AM - Breakfast  
11:00 AM - 12:00 PM - Boat Show  
12:00 PM - 1:00 PM - Lunch  
1:00 PM - 2:00 PM - Boat Show  
2:00 PM - 3:00 PM - Boat Show  
3:00 PM - 4:00 PM - Boat Show  
4:00 PM - 5:00 PM - Boat Show  
5:00 PM - 6:00 PM - Boat Show  
6:00 PM - 7:00 PM - Boat Show  
7:00 PM - 8:00 PM - Boat Show  
8:00 PM - 9:00 PM - Boat Show  
9:00 PM - 10:00 PM - Boat Show  
10:00 PM - 11:00 PM - Boat Show  
11:00 PM - 12:00 AM - Boat Show

#### SATURDAY

9:00 AM - 10:00 AM - Registration at the  
Kachemak Bay Wooden Boat Society  
40th Anniversary Reception  
10:00 AM - 11:00 AM - Breakfast  
11:00 AM - 12:00 PM - Boat Show  
12:00 PM - 1:00 PM - Lunch  
1:00 PM - 2:00 PM - Boat Show  
2:00 PM - 3:00 PM - Boat Show  
3:00 PM - 4:00 PM - Boat Show  
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7:00 PM - 8:00 PM - Boat Show  
8:00 PM - 9:00 PM - Boat Show  
9:00 PM - 10:00 PM - Boat Show  
10:00 PM - 11:00 PM - Boat Show  
11:00 PM - 12:00 AM - Boat Show

#### SUNDAY

9:00 AM - 10:00 AM - Registration at the  
Kachemak Bay Wooden Boat Society  
40th Anniversary Reception  
10:00 AM - 11:00 AM - Breakfast  
11:00 AM - 12:00 PM - Boat Show  
12:00 PM - 1:00 PM - Lunch  
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2:00 PM - 3:00 PM - Boat Show  
3:00 PM - 4:00 PM - Boat Show  
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8:00 PM - 9:00 PM - Boat Show  
9:00 PM - 10:00 PM - Boat Show  
10:00 PM - 11:00 PM - Boat Show  
11:00 PM - 12:00 AM - Boat Show



## ANNUAL WOODEN BOAT FESTIVAL

Celebrating traditional boats and boatbuilding skills with an appreciative nod to modern materials and techniques, the Wooden Boat Festival events are put on through the volunteer efforts of KBWBS members and supporters. Some of the original events persist to this day while others have evolved over time.

Local businesses generously donate materials to help make the ever-popular kids' boatbuilding an ocean of smiles for the whole family, while musicians enthusiastically volunteer their talents for a crowd-pleasing evening of sea chanteys at the Salty Dawg Saloon.

Funds to offset the costs of other events and general expenses are raised through the sale of Wooden Boat Festival t-shirts and sweatshirts, and ball caps sporting a new piece of original maritime art each year, considered by many to be collectors' items.

The Kachemak Bay Wooden Boat Society is a non-profit organization with no paid staff, and relies on volunteers and contributions from the community to bring you the Festival every year. Thanks for helping us keep it alive!

Best Beginnings Homer: Business & Economic Impact Task Force

Members:

Anchor/leader: Red Asselin, owner Raspberry Lane Preschool

Members: Susannah Webster, owner Small Pond child care

Hanna Johnson, director Kachemak Kids Early Learning Center

Jenny Martin, Best Beginnings Homer coordinator

<b>Memo to City of Homer's Economic Development Commission</b>
--

11/19/12

Dear Commission:

The Business & Economic Impact Task Force works to identify how early childhood education and child care businesses positively impact the economy of our local service area. Our goal is to address the needs of early childhood education/ childcare businesses in our area as well as conduct an economic impact analysis.

Specifically this FY13, we have focused on the following objective: increasing the number of high quality child care programs and early education opportunities in our area. This objective was determined after surveying our local child care programs and parents/caregivers about their needs.

To meet this objective, we have outlined these steps:

1. Create a Child Care Business Mentor/Liaison for our community that helps new and existing child care businesses (licensing, budgeting, start up costs, how to hire employees, accounting/taxes, finding real estate suitable for child care business, loans, expanding, etc.) Mentor will liaison between local child care businesses and various state agencies as well as work to connect local child care businesses for support and sharing of resources. Position could be part time. Position will also network with our local Small Business Development Center staff (Bryan Zak) to share information.
2. Child Care Business Resource site: additional resources for new and existing child care businesses with more information on "how to start a business", training information, etc. Also a place for local child care businesses to advertise and list their openings available so that parents/caregivers in need can learn more about the choices here in our area and what is open.

**Request for Commission:** we request that a member of your commission join our Task Force to provide a connection between the City and early childhood education needs. We are open to having our group become an official city Task Force within the Economic Development Commission.



Economic Impact of

# Early Care & Learning Services in Alaska

2017 Update



An update of a McDowell Group report prepared for the System for Early Education/Development (SEED)

*Alaska SEED*

The trillium flower, with its three petals, best represents the varied relationships between early childhood services and the economy. One petal represents parents and the need to focus on the social infrastructure supporting workers and their employers. Another petal represents children and the investments in human development and education, while the third petal is the regional economy that quantifies child care as an industry that produces jobs and stimulates the economy. (R. Ribeiro and M. Warner, January, 2004, "Measuring the Regional Economic Importance of Early Care and Education: The Cornell Methodology Guide")



*Although education and the acquisition of skills is a lifelong process, starting early in life is crucial. Recent research has documented the high returns that early childhood programs can pay in terms of subsequent educational attainment and in lower rates of social problems, such as teenage pregnancy and welfare dependency. This research shows that by investing in early childhood education, governments—in partnership with private firms and nonprofit foundations—can reap extraordinarily high economic returns, benefits that are low-risk and long-lived.*

Ben Bernanke, Chairman  
of the Federal Reserve,  
February 2007

The purpose of this report is to measure the economic impacts of early care and learning services on Alaska's economy, providing updated and new data where available. Economic impacts are measured in terms of:

- Employment of the early care and learning sector
- Income generated by wage-earning parents due to the availability of early care and learning services
- Spending on these services by both families and government
- Long-term economic benefit of quality early care and learning

This report also includes important results of a telephone survey conducted as part of the original study in 2006 and still considered reliable and relevant in 2010. This includes:

- Attitudes on the importance of state funding for early care and learning services
- Availability of high-quality, affordable early care and learning services

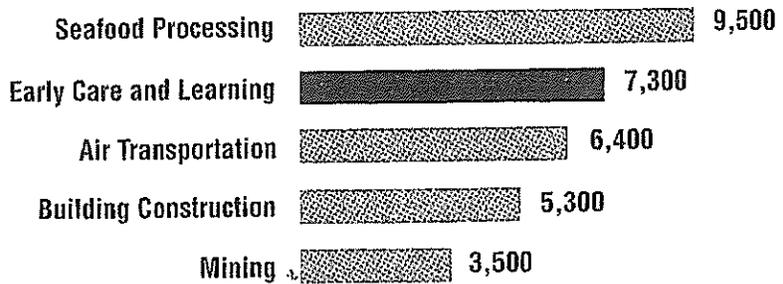
## What We Know about the Early Care and Learning Workforce

### Size and Distribution of Sector

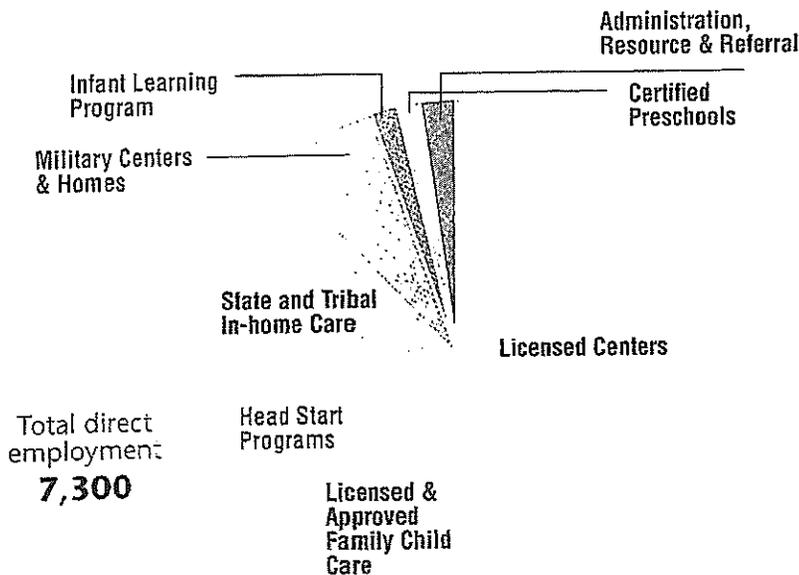
Alaska's early care and learning direct workforce currently numbers 7,300 compared to 6,500 estimated in 2005. This includes individuals working at child care centers, family child care, Head Start, private and public preschool and pre-kindergarten, infant learning programs and other early childhood settings. Counting indirect employment, the total increases to 8,400, compared to 7,400 reported for 2005.

The estimate of 7,300 workforce participants is derived from a variety of sources and is considered a conservative estimate. For instance, it does not include an unknown number of at-home providers who care for four or fewer unrelated children or at-home providers caring for any number of related children. No license is required for these categories of providers.

Number of Employees by Workforce Sector



The Early Care and Learning Sector



	2005	2009	% increase
<b>Early Care and Learning Jobs (Direct and Indirect)</b>	7,400	8,400	14%
<b>Early Care and Learning Total Wages (Direct and Indirect)</b>	\$124 million	\$150 million	21%

### Sector Wages

Despite the responsibility of individuals employed in the early care and learning sector, compensation is very low. Department of Labor and Economic Development (DOLWD, 2009) payroll data indicates the average monthly wage of an individual employed in this sector was \$1,494. The average monthly wage overall in Alaska for this same time period was \$3,886, over 2.5 times what someone employed in early care and learning earns.

Wages by Job	
Kindergarten Teachers	\$30.00
State-wide, all Industry Average	\$22.50
Preschool Teacher	\$14.08
Baggage Porter	\$12.43
Maid/Housekeeper	\$11.80
Child Care Worker	\$11.38
Hotel Desk Clerk	\$11.32
Cashier	\$10.99

To put this in further context, the average salary of a private sector child care worker or preschool teacher is less than half the average salary of a kindergarten teacher. The early care and learning field lacks a compensation structure to reward increased credentials and professional development. As

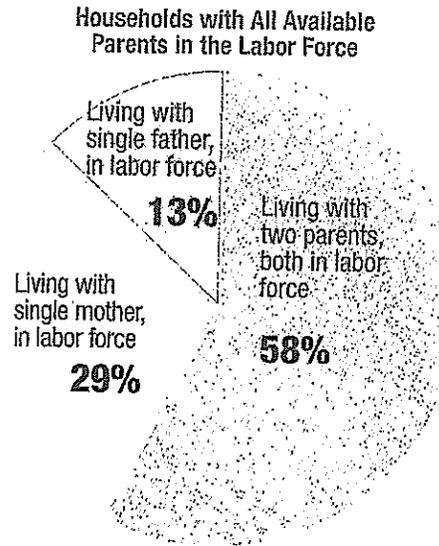
a result, even when private sector child care workers and preschool teachers have the same credentials, their compensation remains low compared to pre-K and kindergarten teachers in the public school system.

Child care workers earn wages equivalent to some of the lowest-paying jobs in the economy.



### What We Know about Working Families

Simply put, the availability of affordable, high-quality early care and learning services allows parents to remain in the workforce, if they need or elect to do so. In 2009, there were 69,199 children under six years of age in Alaska (DOLWD). Of these children, 62% (43,000) lived in households where all available parents were in the labor force, whether families were dual-income or single-parent.



Early care and learning services make it possible for 32,300 Alaskans to participate in the labor force (one adult for each household with children under six years of age where all parents are in the labor force). This accounts for 10% of the Alaska resident workforce. Assuming these working parents also account for 10% of all Alaska resident wages, their total annual wages are just over \$1.1 billion. This indicates an average of \$35,300 per family in additional Alaska annual income.

	2005	2009	% increase
<b>Alaskans in workforce due to availability of child care</b>	29,400	32,300	10%
<b>Contribution to household income</b>	\$850 million	\$1.1 billion	29%

### What this Means for Alaska

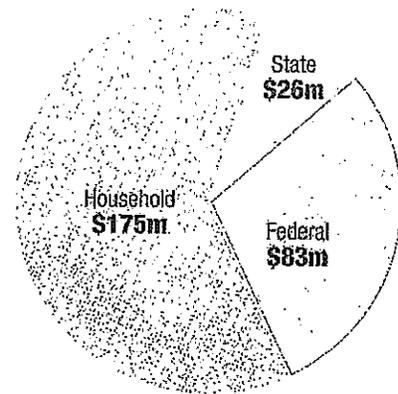
Mounting evidence shows that the availability of quality early care and learning is critical to building and maintaining a viable state economy. The economic impact of the early care and learning sector includes jobs for thousands of Alaskans, millions of dollars in spending by household and governments, and indirect contributions.

- **7,300 directly employed** in early care and learning workforce
- **\$150 million** generated in direct and indirect early care and learning **workforce payroll**
- **32,300 Alaskans in the labor force** as a result of availability of early care and learning services
- Adding **\$1.1 billion to earned wages** (average of \$35,300 per family based on statewide averages)

### What We Know about Spending on Early Care and Learning Services by Families and Government

There are two sources of spending on early care and learning services — the money individual families pay for these services and the money spent by federal and state government. Households in Alaska spend an estimated \$175 million annually on early care and learning services for children under six years of age. Government spends \$109 million with \$83 million of that contribution coming from federal funding and \$26 million from state funding.

Child Care Funding



According to the 2010 report, "Parents and the High Cost of Child Care" released by the National Association of Child Care Resource and Referral Agencies (NACCRRRA), since 2000, the cost of child care has increased twice as fast as the median income of families. The updated 2010 report provides interesting data about the cost of child care services by state. The report also compares child care costs with the cost of attending state higher education institutions.

### Cost of Care in Alaska

Average annual cost for infant 2009  
**\$8,904**

Average annual cost for 4-year-old in 2009  
**\$8,268**

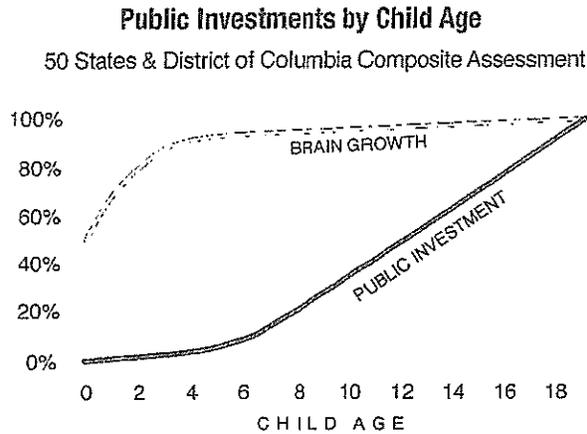
Average tuition and fees at state university  
**\$4,920**

### What We Know about Long-term Economic Benefits of Quality Early Care and Learning

Economists from various academic, business and government organizations have applied new economic models to early care and education and generated dollar figures for what investments in early childhood services can yield for the economy in the short- and long-term. There are now several long-term studies that have followed graduates of early learning programs through adulthood and documented significant savings in the area of remedial education, school drop-outs, welfare, and crime. The studies conclude that improvements to social and emotional well-being yield greater returns than a focus exclusively on cognitive gains. (Dana E. Friedman, Ed.D. for the Early Childhood Funders' Collaborative, "The New Economics of Preschool, 2004.")

Benefits of high quality early care and learning opportunities include:

- Increased earning capacity due to higher educational attainment
- Increased tax revenues as a result of higher paying jobs
- Reduced criminal justice system costs
- Reduced welfare costs
- Reduced spending for remedial services in schools



While 85% of the brain's core structure (size, growth, and much of its hard wiring) is developed by age four, less than 4% of public investments in education and development are made by that time. The implication is the earlier the investment on early education, the higher the return on investment will be.

Source: "Early Learning Left Out: Building an Early Learning Childhood System to Secure America's Future," *Voices for America's Children*, June 2010.

### What Alaskans Think about State Funding for Early Care and Learning

In 2006, McDowell Group conducted a telephone survey about support of state funding for early care and learning services in Alaska. The results showed that Alaskans place a priority on funding for these services:

- 87% of households think it is important or very important for state government to provide financial support for early care and learning services.
- The number increases to 94% for households with children under six years of age.
- Urban and rural residents alike support funding for early care and learning.

### What Alaskans Say about the Impact on Families

The 2006 survey indicated how the early care and learning sector directly impacts households with a child under the age of six:

- 45% found it difficult or very difficult to find acceptable child care.
- 36% reported that the quality, cost or availability of child care prevented someone in their household from seeking employment or had restricted the number of hours they could work.
- 50% reported that cost had the greatest impact on their ability to find acceptable child care.





## In Conclusion

There are many reasons to invest in early care and learning programs for young children. The focus of this report is on the short and long term economic benefits of doing so. Nobel Laureate James Heckman states:

*Early environments play a large role in shaping later outcomes. Skill begets skill and learning begets more learning. **Early advantages cumulate; so do early disadvantages.** Later remediation of early deficits is costly, and often prohibitively so, though later investments are also necessary since investments across time are complementary. Evidence on the technology of skill formation shows the importance of early investment. At current levels of public support, **America under-invests in the early years of its disadvantaged children. Redirecting additional funds toward the early years, before the start of traditional schooling, is a sound investment in the productivity and safety of our society.***

*"The Productivity Argument for Investing in Young Children," 2006*



This report is an update of the 2006 McDowell Group, "Economic Impact of Early Education and Child Care Services in Alaska." Funding for this report was provided by:

- Best Beginnings
- Early Intervention/Infant Learning Program, Dept. of Health and Social Services
- iThread, Alaska Child Care Resource and Referral Network
- University of Alaska

In addition, SEED acknowledges the following partners for their collaboration on behalf of young children in Alaska:

- Alaska Head Start Association
- Alaska Association for the Education of Young Children
- Child Care Program Office and Office of Children's Services, Dept. of Health and Social Services
- Head Start Collaboration Office, Dept. of Education and Early Development
- King Career Center, Early Childhood Education
- Municipality of Anchorage, Child and Adult Care Licensing
- Prentice Consulting



# City of Homer Planning & Zoning

491 East Pioneer Avenue  
Homer, Alaska 99603-7645  
Web Site

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www.cityofhomer-ak.gov

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Meeting date: December 11, 2012

To: Economic Development Commission(EDC)  
Through: Katie Koester  
From: Dotti Harness-Foster, Planning Technician  
Re: RV parking in Homer's Central Business District

According to the Homer Chamber of Commerce, most visitors to Homer arrive via the Sterling Highway in their own or rented cars and RVs. They are drawn to Homer due to its reputation for spectacular scenery, opportunities for sportfishing and mirage outdoor recreation, as well as the mix of arts, culture, shopping, and dining experiences.

The 2011 Homer's Comprehensive Economic Development Plan (HCEDP) provides a number of recommendations to strengthen our economy. One of the suggestions is to **"Provide parking for RVs in downtown Homer with signage to make it easy for drivers to locate the parking."**

This suggestion aligns with Homer's Comprehensive Plan, Chapter 8, Economic Vitality

GOAL 5: Strengthen the arts, education and entertainment industries.

GOAL 8: Strengthen Homer as a tourism destination.

Implementation strategies from Homer's Comprehensive Plan include:

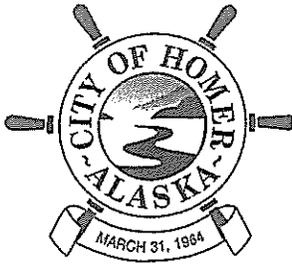
Support Pioneer Avenue/downtown businesses and other year-round businesses. Effort should be made in the future to have more tourists visit downtown Homer to support year round businesses.

Partner with and support the efforts of other organizations such as the Chamber of Commerce to plan for economic development.

If the EDC would like to explore the HCEDP suggestion, staff has outlined possible Action Steps. The earlier the RV parking lots are identified, the more marketing possibilities there are available.

1. Identify large parking lots in Old Town and along Pioneer Avenue that do not have peak use during retail hours.
2. Designate one EDC member to pursue partnership with the Homer Chamber of Commerce.
3. Define the use as in:
  - i. Type of vehicles that could use the property (RV's)
  - ii. Number of parking spaces and the parking lot layout
  - iii. Times of the day that the property is available for RV parking
  - iv. Maintenance, clean-up and signage plans
  - v. Length of use such as the 2013 Shorebird Festival to Labor Day weekend
4. Prioritize the lots that would have the most impact to strengthen tourism.
5. Contact the lot owners to discuss using the item from #3 above.





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## STAFF REPORT 12-53

TO: Planning Commission, Economic Development Commission, Port and Harbor  
Commission, Parks and Recreation  
FROM: Rick Abboud, City Planner  
DATE: September 14, 2012  
SUBJ: Pier One Theater/Campground Site

### Summary

A very long report has been created describing several of the current and proposed activities on the site. A map outlining the activities is included. We are looking for comments.

As far as short-term activities are concerned, I feel that the proposed barge facility can produce revenues for the Port and Harbor while accommodating the current traditional use found (camping). We would be careful not to propose activities which would displace the most desirable camp spaces nearest to the water. A kayak launch could be accommodated in the corner at the water nearest to the road without impeding any current or proposed activity and would not introduce such improvements that could not be relocated if the need in the future arose. No other plan exists in the short term to relocate dredge spoils.

This leaves an acre on the site closest to the highway. The area is 4 times the amount of land requested for lease. Comments could be used as to the possibilities of a lease. If it was found that a lease with a permanent improvement is desirable, I would suggest that it be located between Pier One and the highway. This would introduce that least amount of constraint on the property for future uses and is the least impacting on the view shed. Perhaps a larger question is whether or not this is in the best interests of the City or the Port and Harbor Enterprise fund and what might be suggested to put it in the best light.

Comments are desired as to the compatibility of the various current and proposed uses in relation to a 5 – 10 year time frame. While I do not have much in the way of long-term plans for the lot, I suggest a review to reevaluate in 5 years or so. Do you have suggestions for the long range use of this lot?





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**STAFF REPORT 12-49**

**TO:** Planning Commission, Economic Development Commission, Port and Harbor Commission, Parks and Recreation  
**FROM:** Rick Abboud, City Planner  
**DATE:** August 31, 2012  
**SUBJ:** Pier One Theater/Campground Site

**Executive Summary**

We are preparing a plan for use of the Pier One lot on the spit. The result of this will be to address a short and long term plan for the lot so that activities can proceed with guidance.

The lot has multifaceted interests and uses in the present and future. This report summarizes these various interests and evaluates how they may work together. Presently, the only significant capital improvement is the Pier One Theater Building. Other activities can easily make way for future development considerations.

Development considerations for the near future include a proposed barge haul out facility, kayak launch, and possible lease opportunity for a 10,000 square foot (sf) section of the lot. These activities could coincide with present ongoing activities of camping, dredge spoil storage, Pier One Theater and parking.

When the property was obtained with Port Enterprise funds, it was envisioned that it one day may be used for harbor expansion. Several options have been presented by the Corp of Engineers for a harbor expansion, none of which would include utilizing this land. A concern still exists that the use of the land should compensate the Port Enterprise Fund.

Recently the City Council has been approached by a non-profit requesting a long term lease for 10,000 sf to include a placement of a structure for nominal consideration. City staff, council along with the various committees and commissions are somewhat mixed on whether this proposal would be in the best interests of the city.

This report suggests a short term scenario for the various interests. It is left undecided whether or not the site should support an operation such as the Wooden Boat Society. This may be dependent on a long range evaluation of future opportunities. The various concerns and interest are described in greater detail below. You are being asked to evaluate the options and provide comments and recommendations.

### Introduction

At request of the City Council, Administration was requested to create a planning document for proposed uses of the lot. This was brought to their attention as a result of a request from the Wooden Boat Society's request for a 10,000 sf. parcel for nominal consideration to conduct activities at the site. The Council felt they could not respond to the request until planning for the entire parcel was considered. *I am looking for comments and/or motions in support of recommendation or even new recommendations.*

### Background

Funds to purchase this site were provided from the Port Enterprise Fund. The entire lot is just over 11 acres (nearly 4 acres of the lot is tidal), part of which was land purchased from World Seafoods Inc. in 1983. In 1983, a price of \$1,500,000 was agreed upon for the purchase of approximately 20 acres in the vicinity of the fishing hole. The current lot configuration includes several acres not subject to that sale. According to the Borough Assessing Department, the 2012 Total Value of the lot and improvements are listed at \$1,719,900 including the "Low" graded theater (listed as warehouse/storage) valued at \$72,000. The relation of the assessment to market value is debatable. Water and sewer service is not connected to the structure. Functionally, the site contains approximately 7 acres not in the tidal zone.

### Current Activity

#### *Pier One Theater*

Pier One Theater was granted a 5 year lease for nominal compensation last year. The theater structure is approximately 3,600 square feet (sf) and 31 parking spaces are allotted. The activity of Pier One is conducted from mid-May through mid-September. Average attendance of the performances is 75-80 people and capacity is 100. This year Pier One has painted the building and been the recipient of grants to replace the roof on the structure after it was damaged by a storm. The rest of the site consists of camping spaces and a worn picnic shelter, which are in close proximity to the nearby fish cleaning station, RV dump and restrooms found on the fishing lagoon parcel.

#### *Camp Grounds*

Over 80 city operated campground sites are located on and near the site and are in operation from April 1 through October 30. The campsites directly adjacent to the fishing hole are actually not part of the Pier One lot. The city charges \$15/night for RV's and \$8/night for tents. RV's generally dominate tent sites. According to the city's web site, "Amenities include Fishing Hole sites, beach sites, fish cleaning tables, handicapped accessible restroom facilities, potable water, and easy access to one of the city's RV dump sites. Pier One Theatre is next door for weekend evening entertainment." It is estimated that 30% of the total annual campground revenue of \$150,000 is generated at this site.

Campsites are spread throughout the site and delineated with pieces of driftwood. A desire has been expressed to do away with the drift wood and delineate the spaces otherwise. While a covered picnic area serves the site, it is desirable to provide more green spaces for the campers. One fire ring is provided next to the picnic shelter. The shelter area is quite exposed and is usually windy and noisy next to the highway. The proposed Spit Trail extension will be constructed between the shelter and the road.

#### *Dredge Spoils*

The portion of the lot nearest to the harbor is used for the storage of dredge spoils after they are

dewatered. It is not anticipated that the demand for this use will change anytime in the near future as this is a requirement of the Corp of Engineers for harbor dredging. So far, there are not long- or short-range plans to move this to another site. Approximately 1.6 acres of the site is devoted to this use.

### *Access Road*

An access road supporting truck traffic leads to Freight Dock Road and is located between the dredge spoils piles and the camp ground. This allows for industrial traffic to avoid conflict with the Public Boat Launch. It has been suggested that this road could be straightened to follow the edge of the lot line. The Port Direct is proposing to have the route paved. Currently the road works well to serve the dredge spoils area.

## **Proposed Activities**

### *Barge Mooring Facility*

After conversations with those expressing needs for a place to moor and service barges, the Port Director submitted a CIP proposal for a Barge Mooring Facility on the site. Attached are some conceptual representations of the facility. This would be a seasonal operation starting in fall and lasting until spring. Barges could moor in the tidal area or be dry docked on land while serviced. Barges serviced would have to ensure that an impermeable material is placed on the beach prior to use. With barge services wrapped up in May, the site could be repurposed for camping until fall. The proposed area for use may include the two interior rows of existing campgrounds and the beach sites that would access the area.

### *Kayak Launch*

During the Comprehensive Plan discussions this parcel was identified as a place to provide for kayak launches into the bay. This was seen as an amenity that could be provided with little investment. The site provides an optimal entrance to the bay that does not interfere with the Small Boat Harbor traffic. Additionally, the proposed Kachemak Bay Water Trail has analyzed options for a launch site could be used as a starting gateway to the trail and identified the corner of the lot next to the armor rock protecting the port uplands as most desirable. The Water Trail Organization proposes to spearhead improvements to facilitate kayak launches. This corner of the lot is not currently utilized and has developed road/path access to the bay. The proposed launch site could be utilized without interfering with camping or proposed barge services.

### *Wooden Boat Society*

The Wooden Boat Society requested a long term lease the use of 10,000 square feet located on the lot for \$1 in annual compensation. They have suggested that they would construct a structure on the site within a 5 year time frame. They would prefer a site on the water's edge for easier boat launches. In consideration that the most desirable camp spaces and a barge haul out operation at water's edge would and do generate considerable compensation, it seems that providing a space for a facility not providing direct revenue would not be a financially prudent endeavor at that location. Each dollar of direct compensation to the city is equal to the city tax collected on \$22.22 worth of service or goods. Ten Thousand square feet can provide over twelve camp spaces or over 40 parking spaces. The addition of a structure on the site is a long range endeavor will may limit other opportunities and will affect the view. Depending on site activity, year round boat building/rehabbing activities may conflict with the campground. The decision to provide such a lease is a political one. If space were to be provided the least view and site impacting might be a location between the Pier One building and the highway.

## Comprehensive Plan

The Comprehensive Plan provides

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

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

Thus, two ideas that generated some excitement during the public process—a park and gathering place concept focused around the Pier One Theater, and a landmark plaza and drop-off zone. Both would be challenging to fund and implement. Pg 18 HSCP

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

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

Another reality is that the City itself further manages its lands based on the way the land was purchased. The Port and Harbor is operated as an Enterprise Fund, meaning that general revenues such as City wide property and sales taxes are not used to support operations. Port revenue is used to purchase port land and to benefit port operations, not the city as a whole. Pg 20 HSCP

A new community park and gathering area was a priority identified during the planning workshops. A possible site identified in the public process is a portion of the city campground between the fishing lagoon and Freight Dock Road, near Pier One Theater. It may be feasible to purchase the property from the Port and Harbor Enterprise Fund. The area was envisioned as a place for picnics, kayak load and launch, and other day use activities. Pg 26 HSCP

### **Goals for Economic Development:**

3.1 Improve the local economy and create year-round jobs by providing opportunities for new business and industrial development appropriate for the Homer Spit. pg 30 HSCP

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

Objective: Provide enhanced park and recreation facilities

#### Strategies:

Identify and prioritize public recreation needs on the spit, and include projects on the CIP. Refer to the Master Parks and Recreation Plan, chapter 7, in the 2008 Comprehensive Plan.

Prepare a master plan for development of a new community gathering space at the site of the existing City campground north of Freight Dock Road (pier 1 area).

Provide kayak launching facilities.

Set aside a new community park.

Evaluate and develop a plan for non-boating access to fishing opportunities.

Construct weather-protected picnic and outdoor meeting facilities.

### Zoning

Current zoning of the lot is Marine Commercial. Taking into account the recommendations of the comprehensive plan, I would expect this area to remain Marine Industrial until it is determined that the site is ready to be used for park and/or recreation activities or until the comprehensive plan is updated to reflect another desired use. Kayak launching is a water dependent activity permitted outright in the Marine Commercial District as are dry docks.

### What Now?

I propose to have short and longer term consideration for the lot.

#### *Short term 5-10 years*

Continue present activities and consider a few of the currently proposed ones

- camping, boat launch and kayak launch can all work together and do not constitute improvements that would restrict future proposals that could present a higher use in the future. These activities can easily make way for permanent improvements if desired.

- Pier One has a five year lease and should be re-evaluated as the term expires. It is a very old building without running water that has worked well for the seasonal activities it now supports. The structure itself needs to be monitored and improvements will continue to be necessary for its continued use.

- Wooden Boat Society needs a response. It needs to be considered if the community wishes to support a long term lease and a future improvement. As indicated in the comprehensive plan, this lot is supported by the enterprise fund and a long term lease for nominal compensation is not likely to provide a direct return to the fund.

- The remainder of the lot toward the highway could be used for additional recreational activities, perhaps improving upon the shelter area or incorporating additional green spaces and/or for additional parking or camping or any combination.

#### *Longer term 10+ years*

Here we could especially use some input!

- present and proposed activities will continue to provide benefits to the city.

- depending on needs and desires, expansion of industrial or recreation could be proposed

- if there is no support for some reimbursement of funds to the enterprise fund the recreational options noted in the comprehensive plan should be modified.

- current activities can easily be moved or modified for gainful improvements.

### **Attachments**

1. Marine Industrial Zoning Code
2. 2012 – 2017 CIP Barge Mooring Facility
3. 2011 Land Allocation Plan – Pier One Theater
4. Site
5. Map

## Chapter 21.30 MI Marine Industrial District

### Sections:

- 21.30.010 Purpose.
- 21.30.020 Permitted uses and structures.
- 21.30.030 Conditional uses and structures.
- 21.30.040 Dimensional requirements.
- 21.30.050 Site and access plan.
- 21.30.060 Traffic requirements.
- 21.30.070 Site development requirements.
- 21.30.080 Nuisance standards.
- 21.30.090 Lighting standards.

21.30.010 Purpose. The purpose of the Marine Industrial District is primarily to provide adequate space for those water-dependent industrial uses that require direct marine access for their operation, such as fishing, fish processing, marine transportation, off-shore oil development and tourism; giving priority to those water-dependent uses over other industrial, commercial and recreational uses. (Ord. 08-29, 2008).

21.30.020 Permitted uses and structures. The following uses are permitted outright in the Marine Industrial District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter:

- a. Port and harbor facilities;
- b. Manufacturing, processing and packing of sea products;
- c. Cold-storage;
- d. Dry docks;
- e. Wharves and docks, marine loading facilities, ferry terminals, marine railways;
- f. Marine equipment sales, rentals, service, repair and storage.
- g. Boat launching or moorage facilities, marinas, boat charter services;
- h. Warehouse and marshaling yards for storing goods awaiting transfer to marine vessels or off-loaded from a marine vessel and awaiting immediate pickup by land-based transportation;
- i. Other similar uses, if approved after a public hearing by the Commission, including but not limited to those uses authorized in the Marine Commercial District under HCC §§ 21.28.020 and 21.28.030, provided the Commission finds the use meets the following standards and requirements:
  1. The proposed use is compatible with the purpose of Marine Industrial District or provides a necessary service to water-dependent industry,
  2. The proposed use is compatible with land use development plans for the Homer Spit and the comprehensive plan,
  3. Public facilities and services are adequate to serve the proposed use, and
  4. The Port and Harbor Commission, after a public hearing, has made a written recommendation to the Commission concerning the proposed use, including specifically whether conditions (1) through (3) of this subsection are or may, with appropriate conditions, be met by the proposed use;
- j. Mobile food services;
- k. Itinerant merchants, provided all activities shall be limited to uses permitted outright under this zoning district;
- l. Recreational vehicle parks, provided they shall conform to the standards in HCC § 21.54.

m. As an accessory use, one small wind energy system per lot. (Ord. 09-34(A) §19 (part), 2009; Ord. 08-29, 2008).

21.30.030 Conditional uses and structures. The following uses may be permitted in the Marine Industrial District when authorized by conditional use permit issued in accordance with HCC Chapter 21.71:

- a. Planned unit development, limited to water-dependent or water-related uses and excluding all dwellings;
- b. Boat sales, rentals, service, repair and storage, and boat manufacturing;
- c. Restaurants and drinking establishments;
- d. Extractive enterprises related to other uses permitted in the district;
- e. Campgrounds;
- f. Bulk petroleum storage;
- g. Caretaker's residence as an accessory to a permitted or conditionally permitted use;
- h. Heliports;
- i. Pipelines and railroads;
- j. More than one building containing a permitted principal use on a lot.
- k. Permitted uses that exceed 100 vehicles during peak hour or more than 500 vehicles per day based on the proposed land use and density, calculated utilizing the Trip Generation Manual, Institute of Traffic Engineers, most current edition;
- l. Indoor recreational facilities;
- m. Outdoor recreational facilities. (Ord. 08-29, 2008).

21.30.040 Dimensional requirements. a. Lot Size. The minimum lot size is 6,000 square feet.

b. Setbacks.

1. All buildings shall be set back 20 feet from all dedicated rights-of-way. Alleys are not subject to a 20 foot setback requirement. The setback requirements from any lot line abutting an alley will be determined by the dimensional requirements of subparagraph (2) below.
2. Buildings shall be set back five feet from all other lot boundary lot lines unless adequate firewalls are provided and adequate access to the rear of the building is otherwise provided (e.g., alleyways) as defined by the State Fire Code and enforced by the State Fire Marshal.

c. Building Height.

1. The maximum building height shall be thirty-five feet.
- d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area without an approved conditional use permit.

e. Building Area and Dimensions - Retail and Wholesale.

1. The total square feet floor area of retail and wholesale business uses within a single building shall not exceed 25,000 square feet.
2. In no event may a conditional use permit or variance be granted that would allow a building to exceed the limits of subparagraph (d)(1) and no nonconforming use or structure may be expanded in any manner that would increase its nonconformance with the limits of subparagraph (d)(1). (Ord. 08-29, 2008; Ord. 08-27(S)§1, part, 2008).

21.30.050 Site and access plan. a. A zoning permit for a building or structure within the Marine Industrial District shall not be issued by the City without a level two site plan approved under HCC Chapter 21.73.

b. No zoning permit may be granted without a level two right-of-way access plan approved under HCC Chapter 21.73. (Ord. 08-29, 2008).

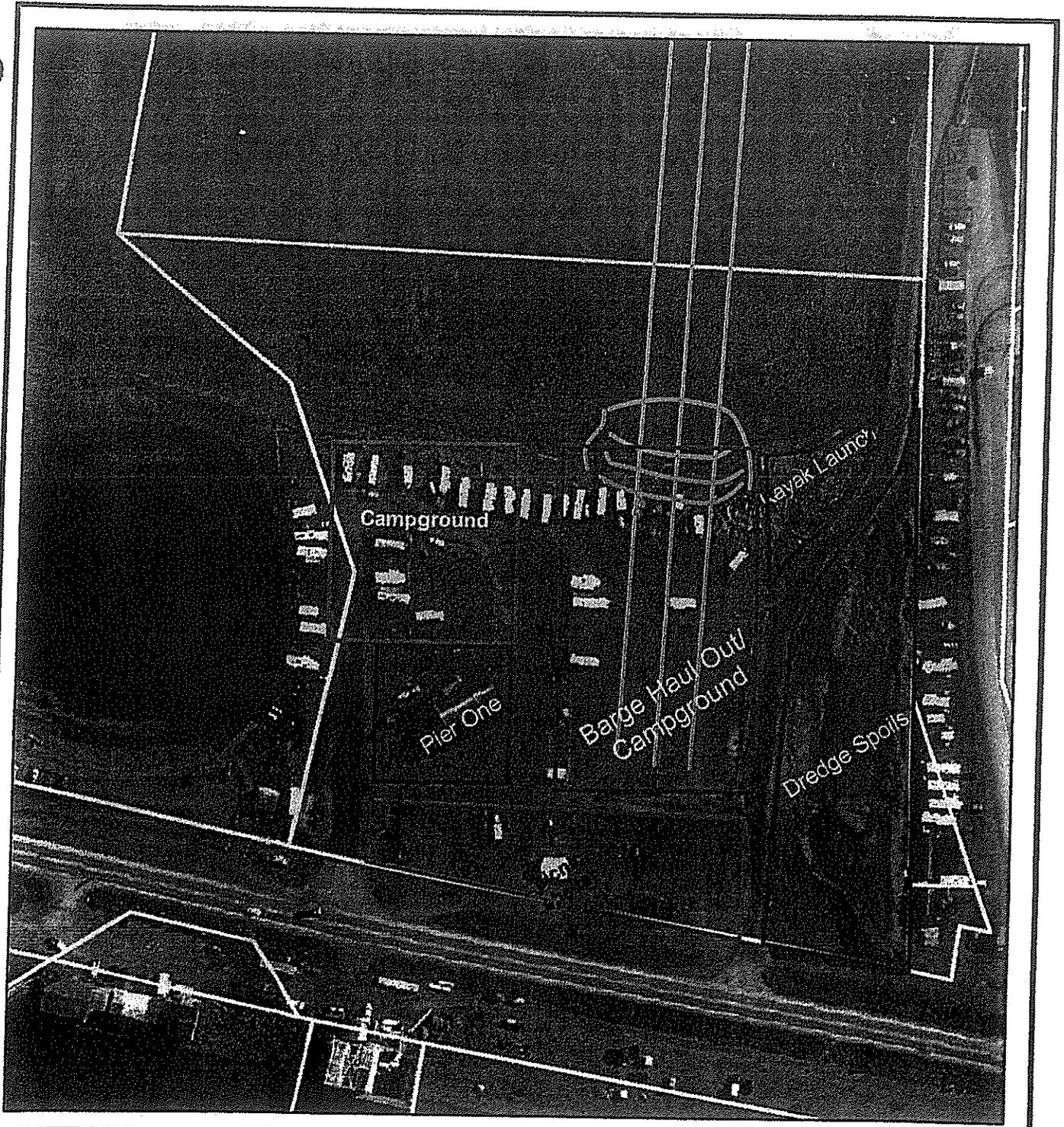
21.30.060 Traffic Requirements. A conditional use permit is required for every use that is estimated or expected to generate traffic in excess of the criteria contained in HCC § 21.18.060. (Ord. 08-29, 2008).

21.30.070 Site Development Requirements. a. All site development shall conform to the level two site development standards contained in HCC § 21.50.030.

b. Point source discharges to a waterway shall be in conformance with the Alaska Department of Environmental Conservation regulations. (Ord. 08-29, 2008).

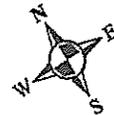
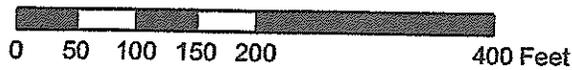
21.30.080 Nuisance Standards. The nuisance standards of HCC § 21.59.010 apply to all development, uses, and structures in this zoning district. (Ord. 08-29, 2008).

21.30.090. Lighting Standards. The level one lighting standards of HCC § 21.59.030 apply to all development, uses, and structures in this zoning district. (Ord. 08-29, 2008).



*City of Homer*  
**Planning and Zoning Department**  
 8-15-12

## Pier One Site



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



## Barge Mooring Facility

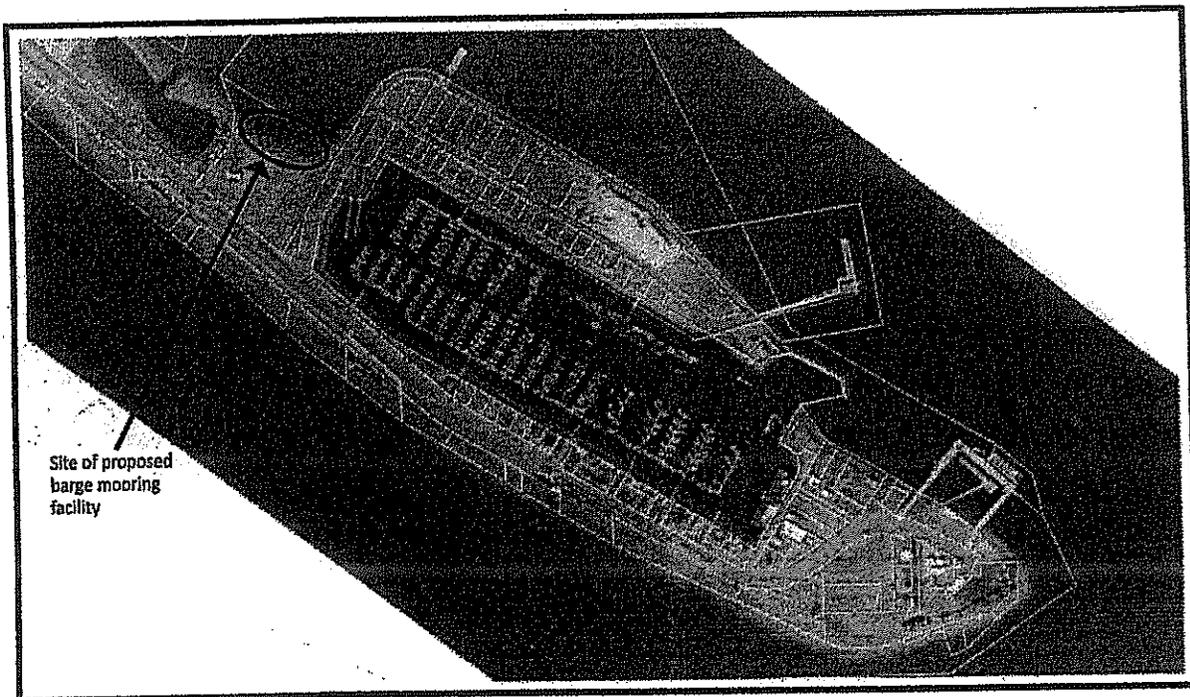
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**PROJECT DESCRIPTION & BENEFIT:** This project will meet the needs of existing Homer businesses and attract additional business by constructing a barge mooring facility at Lot TR 1A (east of the Fishing Lagoon). The mooring facility will consist of a row of four or five piles driven perpendicular to the beach, extending down through the tidal area, eliminating the necessity of an offshore anchor and allowing use at various tide levels. Barges and other large shallow-draft vessels will be able to moor at the site while undergoing maintenance/repair work. When used in conjunction with bollard moorings on the beach, the pile moorings will also allow long-term storage at the site.

Cost: \$400,000

Schedule: 2013

Priority: 2





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**TO:** Port and Harbor Advisory Commission  
**THROUGH:** Rick Abboud, City Planner  
**FROM:** Julie Engebretsen, Planning Technician  
**MEETING:** September 20, 2012  
**SUBJECT:** Marine Commercial Zoning District

### Requested Action

The Commission and staff requests any comments from the Port and Harbor Advisory Commission on allowing "Lodging" on the Spit in the Marine Commercial District.

### Introduction

The Homer Advisory Planning Commission has been reviewing the Marine Commercial Zoning District, as part of the implementation of the Homer Spit Comprehensive Plan. Over the past few months, the Commission has been focused on how to regulate the nightly rentals, generally above shops. These are currently not allowed by the zoning code in the district. A representative from the State Fire Marshal Office made a presentation to the Commission over the summer on how the fire marshal regulates these types of buildings. The Commission and staff learned that who stays there, and how long, affects how strict the rules are. An owner occupied room has very few rules; a nightly rental for the general public has a lot more safety rules. Living somewhere 30 days means someone is more familiar with the building and surroundings and could more easily get out of the building in case of emergency. Shorter term stays means the occupant is less familiar and at more risk in case of emergency.

In August, letters were mailed to Spit property owners inviting them to share their ideas with the Commission. Two meetings were held, and attended by business owners and interested citizens. With comments provided by citizens, the Commission has reached consensus that overnight rentals should be allowed, and employee/business owners/caretakers quarters should also be allowed. Attached is the most recent staff report and version of the draft ordinance. The Commission will probably review the ordinance a few more times, and then move it to public hearing.

### New Code Language

#### New Definition:

"Lodging" means a building, portion of a building, or group of buildings, containing five (5) or fewer guest rooms used for the purpose of offering public lodging on a day-to-day basis with or without meals. Lodging is not a hotel, motel, bed and breakfast, rooming house or hostel.

#### Three concepts in the 9/12 draft ordinance:

1. Caretaker/employee/employer quarters for occupancy more than 30 days, limited to 50% or less of the floor area (permitted use). This allows for some housing, but limits the size of the unit to something smaller than the main commercial use of the building.
2. Lodging as an accessory use, limited to 50% or less of floor area, (permitted use)

3. Lodging as a primary use (Conditional Use). This allows an empty or boarded up building to be used solely for lodging. This is something that citizens and the Commission do not want to see often, but lodging is preferable to a boarded up building.

**Requested Action**

The Commission and staff requests any comments from the Port and Harbor Advisory Commission on allowing "Lodging" on the Spit in the Marine Commercial District.

**Attachments**

Staff Report PL 12-51

September 12, 2012 Draft Ordinance



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### STAFF REPORT PL 12-51

**TO:** Homer Advisory Planning Commission  
**THROUGH:** Rick Abboud, City Planner  
**FROM:** Julie Engebretsen, Planning Technician  
**MEETING:** September 19, 2012  
**SUBJECT:** Marine Commercial Zoning District

#### **Requested Action:**

**This staff report will wrap up conversation on overnight accommodations, and begin discussion on the next topic: dimensional requirements.**

#### **Introduction**

The Commission has been discussing possible code solutions for the overnight accommodations found on the Spit. At the last two work sessions, the Commission listened to comments from Spit business owners, and interested citizens. The comments were in favor of allowing 50% of a building to be used for overnight accommodations. There was some concern about allowing all of a boardwalk building to become lodging; it might detract from the mix of land uses that makes the Spit so interesting. On the other hand, if the choices are boarded up vacant buildings, or overnight rentals, rentals might be preferable to empty storefronts.

#### **Proposed Lodging Solution**

Lines 45-48, and line 63, are possible code changes. Staff also suggested using the term "lodging" rather than "accessory lodging," to follow the grammar generally found in our code. We will be working with the City Attorney at some point on the exact legalese.

#### **New Definition:**

"Lodging" means a building, portion of a building, or group of buildings, containing five (5) or fewer guest rooms used for the purpose of offering public lodging on a day-to-day basis with or without meals. Lodging is not a hotel, motel, bed and breakfast, rooming house or hostel.

#### **Three concepts in the 9/12 draft ordinance:**

1. Caretaker/employee/employer quarters for occupancy more than 30 days, limited to 50% or less of the floor area (permitted use)
2. Lodging as an accessory use, limited to 50% or less of floor area, (permitted use)
3. Lodging as a primary use (Conditional Use)

**Enforcement:** If someone converts an upstairs space into lodging, under city and state law, a fire marshal review is required. The zoning code requires a zoning permit for this change of use. The rules are the same city wide.

**Staff Recommendation:** Discuss the draft code language and make any amendments. If there is consensus with the proposed language, staff will move on to the next section of code.

**Next Portion of code to work on: Dimensional Requirements.**

**Introduction**

Dimensional requirements spell out minimum lot size, the building envelope (setbacks, height, etc), and structure size limits. For example, Home City Code generally states in the business districts that building area over 8,000 square feet, or covering more than 30% of a lot, requires a conditional use permit. Conceptually, this higher level of review via a CUP is required because the bulk/scale/density of the development could impact neighboring properties. The Zoning Code and each Zoning District has a purpose statement. Everything the Commission enacts or approves should follow the concepts set out in these purpose statements.

**HCC 21.01.030 Purpose.** The Homer Zoning Code is adopted as one means of implementing of the general goals and policies of the Homer Comprehensive Plan. Its purpose is to enhance the public health, safety and welfare through land use regulations to:

- a. Designate, regulate and restrict the location and use of buildings, structures and land;
- b. Regulate the height, number of stories, and size of buildings and other characteristics of structures;
- c. Regulate and determine the size of yards and other open spaces;
- d. Regulate and limit the density of population;
- e. Conserve and stabilize the value of property;
- f. Provide adequate open spaces for light and air; and to prevent and fight fires;
- g. Prevent undue concentration of population;
- h. Lessen congestion on streets and highways;
- i. Preserve and enhance the aesthetic environment of the community;
- j. Promote health, safety and general welfare.

**Purpose of the Marine Commercial District**

**HCC 21.28.010 Purpose.** The purpose of the Marine Commercial District is primarily for water-related and water-dependent uses and the business and commercial uses that serve and support them, including but not limited to fishing, marine transportation, off-shore energy development, recreation and tourism. It is recognized that unique natural features of Homer's marine environment contribute significantly to the economic and social environments, therefore performance standards are required to minimize the impact of development on the natural features on which they depend. (Ord. 08-29, 2008).

When a developer applies for a conditional use permit, these are the ideas that the proposal is compared to. The Commission's findings relate to the overall purpose of the zoning code, and to the purpose statement of the zoning district. It is helpful to keep the purpose statements in mind as we discuss the dimensional requirements in the Marine Commercial district. The Spit is a unique place for many reasons; its zoning may be different than the rest of the city.

### Setback Requirements in Marine Commercial

There have been several conditional use permits in the last few years where the setback rules have been relaxed through the planned unit development (PUD) process. Generally speaking, buildings continue to meet the setback requirements, but walkways, boardwalks stairs and ramps have been allowed to be within the setback requirement.

Rather than requiring the use of the PUD process, staff recommends that certain structures, like stairs and boardwalks, be allowed in a setback with a conditional use permit. PUD's are somewhat complicated and require more work of the applicant, staff, and of the Commission. They are not a good way to regulate the setback exceptions we have been seeing. If the City is going to allow setback exceptions along rights of way, code should clearly state the process for that.

### **Analysis**

Staff recommends amending the setback requirements, to allow structures within that area. The Central Business District allows building within the setback from a right of way, with a conditional use permit. Staff recommends the same language for the Marine Commercial District.

### Current Setback Code Excerpt with proposed amendment:

21.28.040 Dimensional Requirements. The following dimensional requirements shall apply to all structures and uses in the marine commercial district:

b. Buildings shall be setback 20 feet from all dedicated rights-of-way and five feet from all other lot boundary lines. Alleys are not subject to a 20 foot setback requirement. **If approved by a conditional use permit, the setback from a dedicated right-of-way, may be reduced.**

### **Conclusion**

The proposed amendment would allow an applicant to apply for a conditional use permit to have a structure in a setback from a right of way. This would be a more clear public process than using a PUD mechanism.

### Staff Recommendation

#### Planning Commission

1. Reach consensus lines 45-48, and 63 of the draft ordinance (lodging)
2. Begin discussion on setback exceptions. Staff can research questions and ideas for the October meetings.

### **Attachments**

September 12, 2012 Draft Ordinance



1 **September 12, 2012 Draft**

2 **Chapter 21.28 MC Marine Commercial District**

3 Sections:

- 4  
5 21.28.010 Purpose.  
6 21.28.020 Permitted uses and structures.  
7 21.28.030 Conditional uses and structures.  
8 21.28.040 Dimensional requirements.  
9 21.28.050 Site and access plan.  
10 21.28.060 Traffic requirements.  
11 21.28.070 Site development requirements.  
12 21.28.080 Nuisance standards.  
13 21.28.090 Lighting standards.

14  
15 21.28.010 Purpose. The purpose of the Marine Commercial District is primarily for water-related  
16 and water-dependent uses and the business and commercial uses that serve and support them,  
17 including but not limited to fishing, marine transportation, off-shore energy development,  
18 recreation and tourism. It is recognized that unique natural features of Homer's marine  
19 environment contribute significantly to the economic and social environments, therefore  
20 performance standards are required to minimize the impact of development on the natural  
21 features on which they depend. (Ord. 08-29, 2008).

22  
23 21.28.020 Permitted uses and structures. The following uses are permitted outright in the Marine  
24 Commercial District, except when such use requires a conditional use permit by reason of size,  
25 traffic volumes, or other reasons set forth in this chapter:

- 26 ~~a. Boat charter offices;~~ Tourism related charter offices such as fishing, flightseeing, day  
27 excursions and boat charters  
28 b. Marine equipment and parts sales and services;  
29 c. Retail stores ~~limited to the sale of seafood products, sporting goods, curios, and arts and crafts;~~  
30 d. Business offices for water-dependent and water related activities such as fish brokers, off-  
31 shore oil and gas service companies, and stevedores;  
32 e. Customary accessory uses that are clearly subordinate to the main use of the lot or building  
33 such as piers or wharves, provided that separate permits shall not be issued for the construction  
34 of an accessory structure prior to that of the main structure;  
35 f. Mobile food services;  
36 g. Itinerant merchants, provided all activities shall be limited to uses permitted outright under  
37 this zoning district;  
38 h. Recreational vehicle parks, provided they shall conform to the standards in HCC § 21.54.  
39 i. As an accessory use, one small wind energy system per lot. (Ord. 09-34(A) §18 (part), 2009;  
40 Ord. 08-29, 2008).

41 j. Restaurants

42 k. Cold-storage facilities

43 l. Campgrounds

44 m. Manufacturing, processing, cooking, and packing of seafood products

45 o. Caretaker, business owner or employee as an accessory use to a primary use. The  
46 accommodations must be 50% or less of the building area, and intended use by the occupant for  
47 more than 30 consecutive days.

48 p. Lodging as an accessory use, occupying no more than 50% of the floor area of the building.

49  
50 21.28.030 Conditional uses and structures. The following uses may be permitted in the Marine  
51 Commercial District when authorized by conditional use permit issued in accordance with HCC  
52 Chapter 21.71:

53 a. Restaurants and drinking establishments; ( reminder: restaurants allowed outright, drinking  
54 establishments are conditional)

55 b. Cold storage facilities; (Allow outright)

56 eb. Public utility facilities and structures;

57 d. Dredge and fill when required for construction or maintenance of a structure devoted to one or  
58 more uses that are permitted or conditionally permitted in this district;

59 ec. Wholesale outlets for marine products;

60 fd. Pipelines and railroads;

61 ge. Heliports;

62 hf. Hotels and motels;

63 g. Lodging

64 i. More than one building containing a permitted principal use on a lot.

65 j. Planned unit developments, limited to water-dependent and water-related uses; No dwelling  
66 units other than caretakers

67 k. Indoor recreational facilities;

68 l. Outdoor recreational facilities;

69 m. Campgrounds; (Allow outright)

70 n. Manufacturing, processing, cooking, and packing of seafood products; (Allow outright)

71 o. Other similar uses, if approved after a public hearing by the Planning Commission, including  
72 but not limited to those uses authorized in the Marine Industrial district under HCC §§ 21.30.020  
73 and 21.30.030, provided the commission finds the use meets the following standards and  
74 requirements:

75 1. The proposed use is compatible with the purpose of the Marine Commercial District,

76 2. The proposed use is compatible with the land use development plan for the Homer Spit and  
77 the Comprehensive Plan,

78 3. Public facilities and services are adequate to serve the proposed use, and,

79 4. If City owned land, the Port and Harbor Commission, after a public hearing, has made a  
80 written recommendation to the Planning Commission concerning the proposed use, including  
81 specifically whether conditions (1) through (3) of this subsection are or may, with appropriate  
82 conditions, be met by the proposed use. (Ord. 08-29, 2008).

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84

85 21.28.040 Dimensional Requirements. The following dimensional requirements shall apply to all  
86 structures and uses in the marine commercial district:

87 a. The minimum lot size is 20,000 square feet, except for lots lawfully platted before December  
88 12, 2006. The minimum lot width is 150 feet, except for lots lawfully platted before December  
89 12, 2006.

90 b. Buildings shall be setback 20 feet from all dedicated rights-of-way and five feet from all other  
91 lot boundary lines. Alleys are not subject to a 20 foot setback requirement.

92 c. The maximum building height is 35 feet.

93 d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor  
94 shall any lot contain building area in excess of 30 percent of the lot area without an approved  
95 conditional use permit.

96 Building Area and Dimensions - Retail and Wholesale.

97 1. The floor area of retail and wholesale business uses within a single building shall not exceed  
98 25,000 square feet.

99 2. In no event may a conditional use permit, Planned Unit Development, or variance be granted  
100 that would allow a building to exceed the limits of subparagraph (e)(1) and no nonconforming  
101 use or structure may be expanded in any manner that would increase its nonconformance with  
102 the limits of subparagraph (e)(1). (Ord. 08-29, 2008).

103 21.28.050 Site and Access Plan. a. A zoning permit for any use or structure within the Marine  
104 Commercial District shall not be issued by the City without a level one site plan approved by the  
105 City under HCC Chapter 21.73.

106 b. A zoning permit for any use or structure shall not be issued without a level one right-of-way  
107 access plan approved by the City under HCC Chapter 21.73. (Ord. 08-29, 2008).

108  
109 21.28.060 Traffic Requirements. A conditional use permit is required for all uses that are  
110 estimated or expected to generate traffic in excess of the criteria contained in HCC § 21.18.060.  
111 (Ord. 08-29, 2008).

112  
113 21.28.070 Site Development Requirements. All development shall conform to the Site  
114 Development Requirements contained in HCC § 21.50.030 and the following:

115 a. Development shall not impair or unnecessarily impede use by the public of adjacent publicly-  
116 owned tidelands.

117 b. The location of buildings and roads shall be planned to minimize alteration to the natural  
118 terrain.

119 c. Grading and filling shall not alter the storm berm except as necessary to correct unsafe  
120 conditions.

121 d. Point source discharges to a waterway shall be in conformance with the Alaska Department of  
122 Environmental Conservation regulations. (Ord. 08-29, 2008).

123  
124 21.28.080 Nuisance Standards. All development and structures shall conform to the Nuisance  
125 Standards contained in HCC § 21.24.080. (Ord. 08-29, 2008).

126 21.28.090 Lighting Standards. All uses and development shall conform to the Lighting Standards  
127 contained in HCC § 21.59.030. (Ord. 08-29, 2008).

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