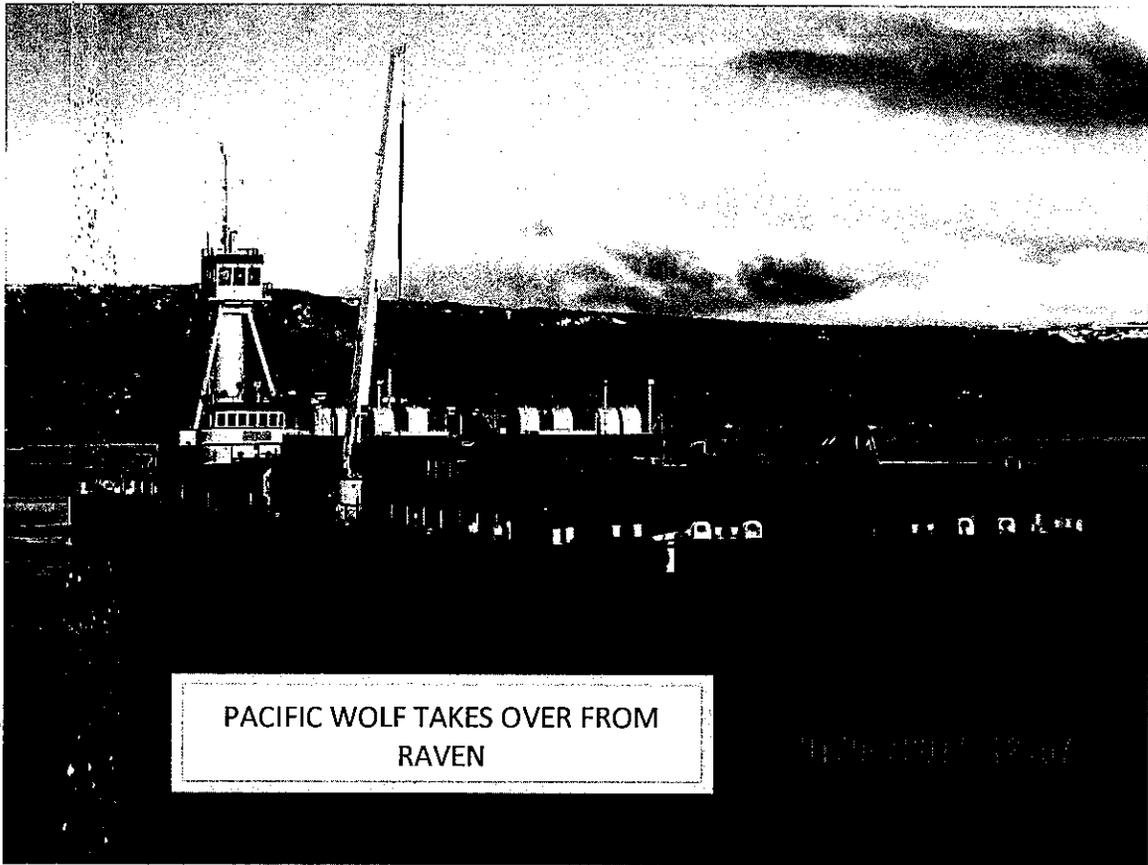


PORT & HARBOR ADVISORY COMMISSION



Wednesday
JANUARY 26, 2011
Regular Meeting 5:00 P.M.

City Hall Cowles Council Chambers
491 E. Pioneer Avenue Homer, Alaska 99603

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**NOTICE OF MEETING
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. APPROVAL OF THE AGENDA**
- 3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA**
- 4. RECONSIDERATION**
- 5. APPROVAL OF MINUTES**
 - A. Regular Meeting Minutes for December 15, 2010 Page 5
- 6. VISITORS**
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**
 - A. Port and Harbor Director's Report for January 2011 Page 13
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
 - A. Memorandum dated January 17, 2011 to Mayor and Council Re: Credit Card Fee Ordinance Page 15
 - B. Memorandum dated January 14, 2011 to Port and Harbor Advisory Commission
Re: Long Term Parking Passes Page 19
 1. Terminal Tariff Rule 34.22 – Upland Storage
 - C. Memorandum dated January 18, 2011 to Mayor and City Council Re: Dredge Spoils Management
 1. Ordinance 6-720.2 Control of Excavation or Removal of gravel, Gravel Fill or Fill Materials from Beaches
 2. Ordinance 98-2(A)(S)(A)
 3. Chapter 19.12 Excavation of Homer Spit Beaches
 4. Maps of Dredge AreasPage 25
- 10. NEW BUSINESS**
 - A. Memorandum dated January 19, 2011 to Port and harbor Advisory Commission Re:
Waiving Fees fir Vessels Rolphy and Dolphin during the Annual Wooden Boat Festival Page 39
 - B. Memorandum dated January 17, 2011 to Port and Harbor Advisory Commission Re:
Cook Inlet Marine Winter Barge Storage on Beach Proposal Page 41
 - C. Memorandum dated January 20, 2011 to Port and Harbor Advisory Commission Re:
Strategic Plan Update Page 51
- 11. INFORMATIONAL ITEMS**
 - A. Harbormaster's Monthly Statistical Report for December 2010 Page 57
 - B. Weekly Crane and Ice Report Page 59
 - C. Deep Water Dock Report - NONE
 - D. Pioneer Dock Report & Ferry Landings - NONE
 - E. Water Usage Report - NONE
 - F. Lease Expirations as of 01/06/11 Page 61
 - G. 2011 Commissioner Attendance at City Council Meetings Page 63
 - H. Appointment of Bob Howard to the Commission – Welcome! Page 65
 - I. Memorandum to Mayor and City Council dated January 5, 2011 from Lease Committee
Re: Recommendations for the Kachemak Bay Wooden Boat Society Lease Proposal Page 71

12. **COMMENTS OF THE AUDIENCE**
13. **COMMENTS OF THE CITY STAFF**
14. **COMMENTS OF THE COUNCILMEMBER** *(If one is assigned)*
15. **COMMENTS OF THE CHAIR**
16. **COMMENTS OF THE COMMISSION**
17. **ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR WEDNESDAY, FEBRUARY 23, 2011** at 5:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 10-10, a Regular Meeting of the Port and Harbor Advisory Commission was called to order at 5:03 p.m. by Chair Ulmer on December 15, 2010 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER ULMER, HARTLEY, HOTTMANN, WEDIN AND ZIMMERMAN

ABSENT: COMMISSIONER CARROLL (EXCUSED)

STAFF: HARBORMASTER HAWKINS
DEPUTY CITY CLERK KRAUSE

APPROVAL OF THE AGENDA

Commissioner Hartley requested two items be added under New Business, a Memorandum of Support to Council for Long Term Parking for Residents across the Bay and a memorandum of Support to Council Allowing Removal of Dredge Materials from the Spit. It was noted that a revised agenda was issued after he had picked up his packet and this item was added under New Business. A copy of the revised agenda was distributed to Commissioner Hartley. Chair Ulmer noted that the Strategic Plan was not on the agenda as requested. The Clerk apologized for the oversight and stated it could be added as a discussion item but no action could be taken at this meeting. Chair Ulmer requested the Clerk to make sure it was on the January agenda.

HARTLEY/HOTTMANN – MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA (3 Minute Time Limit)

There were no comments from the public.

RECONSIDERATION

There were no items for reconsideration.

APPROVAL OF MINUTES

A. Regular Meeting Minutes for November 17, 2010

ZIMMERMAN/HARTLEY - MOVED FOR APPROVAL OF THE MINUTES OF NOVEMBER 17, 2010.

There was no discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS

There were no visitors scheduled.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

(Chair set time limit not to exceed 5 minutes)

A. Port & Harbor Director's Staff Report – December 2010

Harbormaster Hawkins reviewed his report for the Commission. He noted the following:

1. Kenai River Center meeting on permits for beneficial uses of dredge materials.
 - a. Proposed uses of the dredged materials on buildup areas for additional parking.
 - b. Removing the materials collected at the mouth of the lagoon and put those materials on the next beach area.
 - c. More and more Dredged materials are being made.
2. Science Collaborative Meeting – study on glacial rebound taking place in Alaska, specifically Kachemak Bay.
 - a. Kachemak Bay is rising about ½ inch each year
 - b. this does affect the Port and Harbor
 - c. they will be participating and gathering more so planning can be done accordingly
3. Winter Storage for Barges on the Beach
 - a. More information will be presented at the next meeting
 - b. Looking for infrastructure that would make it a better situation and bring in revenue
4. Container Handling Options/Research
 - a. This has been a long time goal to bring containerized shipments into Homer.
 - b. Taking initial steps in generating interest in this project.
5. Executed a Short Term Lease with Kenny Rogers at the chip pad
 - a. He will be performing restoration work on the Bruin Bay this winter.
6. Quarterly meeting regarding Port Security
7. Alaska Regional Ports Conference
 - a. Senator Stedman gave a presentation, bringing them up to speed on where the State is going with the grant monies.
 - b. The state is getting out of the Harbor business and making the harbors more self-reliant.
 - c. 50-50 matching grant program however this is on a year by year basis there is threat each year it will not be funded.
 - d. Regional Hubs and Regional Sub-hubs
 1. Transportation and the way goods are moved around this very large state.
 2. one Highway in - no railway out
 3. priorities being based on proposed projects and the definition of what is a regional hub and sub-hub. Anchorage is a regional hub, Homer is a Regional Sub-Hub. It ranks very high since it is the only safe harbor in Cook Inlet region.
8. John Bacher is retiring after 25 years. They are finishing up with interviews, many good applicants.
9. Helenka B is taking the space vacated recently by the Inlet Harvester.
10. Quality Asphalt has one of the barges being stored on the beach. The City-owns-up to the mean-high-and access is through English Bay property. The only other beach for long term is the Pier One Theater beach.
11. Tustumena is back operational, the Sakagawea is being made operational and seaworthy by its new owner.

There was no further discussion.

B. Lease Committee Report

There was no report this month.

PUBLIC HEARING *(3 minute time limit)*

There were no public hearings scheduled.

PENDING BUSINESS

A. Memorandum from Port & Harbor Advisory Commission to City Council Re: Cash Discounts on Cash, Check or Debit Transactions

Commissioner Zimmerman recommended that the Commission support implementing a 2-3% fee to accept credit cards. Discussion ensued regarding the Port being allowed to collect or charge a fee for payments paid by credit card.

ZIMMERMAN/WEDIN- MOVED TO RECOMMEND CITY COUNCIL CONSIDER ALLOWING PORT AND HARBOR TO COLLECT A 2% FEE TO OFFSET THE COST OF ACCEPTING CREDIT CARDS.

Further discussion continued on the benefit of offering the 2% reduction if customers pay their fees/bills by cash, check or debit card; the reality that a credit card payer would then be paying 5% higher rates; the 3% rate increase is required to address the need to increase the funds in the reserves; the fee the Borough charges for credit card payments; the different rates charged by credit card companies.

WEDIN/HARTLEY – FRIENDLY AMENDMENT TO THE MOTION TO READ, COUNCIL CREATE AN ORDINANCE THAT ALLOWS A PERCENTAGE TO COVER THE COST OF THE FEES.

Discussion on what the actual percentage should be to cover the costs associated with accepting credit cards for payment of services and how this would be determined and implemented. The cost if they start having to chase after bad checks again. The bad debt has been decreased substantially since accepting credit and debit cards. Each month they split the call list of non-payment accounts and most accounts are paid immediately with a credit card. It was noted that the accounts will pay with a credit card even with the additional 2% fee. It was believed that an additional fee would not stop or lessen the usage of the credit cards. The fees for credit cards are costing the Port & Harbor are up to about \$42,000. The overall sales amount is unknown at this time.

Commissioner Wedin called for the vote.

VOTE. (Amendment) YES. HOTTMAN, ZIMMERMAN, HARTLEY, ULMER, WEDIN

Motion passed.

The amended motion reads: MOVED TO RECOMMEND CITY COUNCIL CREATE AN ORDINANCE THAT ALLOWS PORT AND HARBOR TO CHARGE A PERCENTAGE FEE TO OFFSET THE COST OF THE FEES TO ACCEPT CREDIT CARDS.

VOTE. (Main) YES. WEDIN, ULMER, HARTLEY, ZIMMERMAN, HOTTMANN.

Motion passed.

B. Memorandum to City Council Re: Proposed Budget Amendments dated December 7, 2010

Chair Ulmer asked if Harbormaster Hawkins would like to expound on his memo to council.

Harbormaster Hawkins stated he would entertain any questions and explained why this memo was submitted.

Commissioner Hartley asked if anything was approved that directly affected the Harbor Budget. Harbormaster Hawkins stated that the Council approved the hiring of a Lobbyist and this position would help in getting the Fish Tax. Homer is the number one port for landing halibut. For Homer to get its share of the 3% tax the fish need to be processed in Homer. However, according to the State of Alaska description of "processed" that is not being accomplished in Homer so it has been losing out on approximately \$500,000 per year. Currently Homer receives

\$62,000 - \$98,000 per year. This is a worthwhile argument and a difficult job for a lobbyist. This money is collected by the state and then distributed to the various communities.

There was no further discussion.

NEW BUSINESS

- A. Memorandum from Port Director Re: Alaska Regional Ports Conference dated December 8, 2010
a. Alaska Regional ports Conference Agenda

Harbormaster Hawkins made a few comments about this earlier but of some note now and in the future is more water in the Northwest Passage. There is great concern by the Coast Guard regarding what could be done to accommodate passengers from a very large Cruise ship that may have problems up there. There is no facility, hotel or otherwise that could accommodate that many people if it got into any trouble. This is something that will be getting more attention as time goes by.

There was no further discussion.

- B. 2011 Commissioner Attendance at Council Meeting Schedule

Deputy City Clerk Krause explained that the Commission needs to review and volunteer or put names in the months that the each can attend and make a report to council on what the commission is working on at the time.

The Commissioners discussed and each volunteered to take two months in the following order:

Chair Ulmer noted she was in class every Monday through May 6, 2011. She volunteered for May and August. Commissioner Hartley April and September, Commissioner Hottmann will take November and December. Commissioner Wedin will take March and October. Commissioner Zimmerman will attend January and July. Commissioner Carroll was appointed to February and the New Guy can have June.

Deputy City Clerk Krause will clean up the article and have it for the next commission packet. She explained what the "goal" was, by attending the council meetings and letting the Council know what the commission is focusing on such as the container system, long term parking, support for an issue such as recovery of money on the credit cards, etc.

There was no further discussion.

- C. Container System and Storage – Pages I43-47 from the 2005 Homer Area Transportation Plan

The Commission discussed the feasibility of establishing a container system and terminal in Homer. Harbormaster Hawkins stated that he believed there were a few components to making this a reality and they were developing a market, attracting a shipper, and developing a way to handle the containers. One that is feasible from a financial standpoint. He believes if they are to move ahead they need to develop a market then they can obtain the interest of the shipper. Then come up with a way to handle them. He provided an example using Anchorage as the regional hub in response to a question from Commissioner Hartley on cost savings comparative using Kenai/Soldotna and Homer. But if the regional Hub is Seattle, then Homer could provide a cost savings of 260 plus road miles. Chair Ulmer expressed that they pay the same amount shipping from Seattle to Anchorage then Anchorage to Homer. It was noted that the information provided backed it up and provided justification for building the Pioneer dock and home porting the Tustumena.

There was a brief discussion on the effects of preferential use by the Tustumena and the Hickory on the other end of it and the Homeland Security requirements preventing the roll off aspects. They still have the capability for roll on.

The numbers cited in the Homer Area Transportation Plan are quite high and dated and the Harbormaster opined that he was a bit skeptical on them. The information given was 20,000 containers in and 16,000 containers out. The Pioneer Dock is suitable for containers. It would not be feasible to shift operations to the Deep Water Dock. There was question on the cost of a fork lift. Dialogue continued on what it would take to make the Deep Water Dock feasible for containers and the immediate need is money and lots of it. Strengthening and widening the existing dock is required plus adding the additional span or wing in a second phase to enlarge the dock.

There was no further discussion.

D. Dredge Materials Management

Harbormaster Hawkins using the aerial view of the Spit indicated the migration of materials drifting east to west. In the summer a vast plume can be seen from the air and it will actually travel around the end of the spit and then back up. A portion of the materials backs up at the end of the spit. Proof is that the beach on one side of a barge that was parked for approximately 6 years was five feet higher than the other side of the barge. Materials are dredged twice a year. The Port is trying to assist in saving the USCG some dredging costs so they are putting together a project that will be done from land to dig a hole on the south side of the Hickory berth so that hole fills up before going down the spit. Chair Ulmer suggested using the dredged materials to build up areas for containers.

There was discussion and explanation on what can be done with the dredged materials, problems, potential costs to dredge the harbor, the amount of materials could be 45,000 cubic feet each year, some materials would be used for renourishment, repairs, etc. But to be able to sell the dredged materials off of the Spit needs to be addressed now.

HARTLEY/HOTTMANN – MOVED TO RECOMMEND CITY COUNCIL CONSIDER RESCINDING THE ORDINANCE TO ALLOW THE SALE OF SURPLUS DREDGE MATERIALS OFF OF THE HOMER SPIT AND THAT ALL REVENUES WILL BE RETAINED IN THE ENTERPRISE FUND TO OFFSET COSTS.

Commissioner Zimmerman questioned whether the motion should rescind the ordinance. This may allow people to just go out and remove materials from the spit. It was agreed that the motion should read "amend" not "rescind."

ZIMMERMAN/HARTLEY – AMEND THE MOTION TO STRIKE "RESCINDING" AND USE THE WORD "AMENDING" INSTEAD.

VOTE (Amendment). YES. HOTTMANN, ZIMMERMAN, HARTLEY, ULMER, WEDIN.

Motion carried.

VOTE (Main). YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Item E. added for discussion only as it was requested by Commissioner Hartley but omitted by staff from the agenda.

E. Establishing a Fee Permit System for Long Term Parking

Commissioner Hartley would like to send a recommendation to the Council to institute a fee permit system for long term parking for more than seven days on the Homer Spit. He would like the Commission to recommend selling permits.

Chair Ulmer commented that the Commission could offer support of establishing a permit by fee system. Harbormaster Hawkins stated that it would be a long term fee permitted parking. It was noted by staff that

Council may postpone acting on establishing a fee permit system until the Spit Comprehensive Plan was approved. The Spit Comprehensive plan should be before Council in February and staff will check on the status. Commissioner Zimmerman felt that if the parking fee schedule is not affected by the Comp plan. Chair Ulmer requested the direction from staff on how the commission should best proceed. Staff recommended that the commission put this on the January agenda, since no action could be taken at this meeting; that this would have to be an ordinance and therefore need to have the city attorney draft; the ordinance could be then on Council agenda the first or second meeting in February for introduction. Clarification was made that it would be a sticker permit for anywhere on the Spit around the Harbor area, the permit will not apply to storage of trailers, campers, etc. Long term permits will not be allowed in choice spots next to ramps. All vehicles are to be operable and current on tags. There will be annual renewals on the permits. It was determined that permitting will offer better control and may in the future be directed to certain areas of the Spit. It was recommended to establish the permit system then branch out to other areas on the Spit.

Chair Ulmer requested this item to be on the agenda for the January meeting and if possible a draft of the proposed ordinance to be included.

There was no further discussion.

INFORMATIONAL MATERIALS

- A. Harbormaster's Monthly Statistical Report for November 2010
- B. Weekly Crane & Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report & Ferry Landings
- E. Water Usage Report
- F. Lease Expirations as of 8/31/09
- G. 2010 Commissioner Attendance at City Council Meetings
- H. Science Collaborative Agenda
- I. Memorandum to City Council Re: Approval of the 2011 Meeting Schedule as Amended

Chair Ulmer inquired if there were any comments or questions on the informational materials. Commissioner Hottmann mentioned that Mr. Dave Seaman approached him about having the cost of the "Rolph" on the beach next September during the Wooden Boat Festival. He inquired if he has asked the Harbormaster about waiving the fee. Harbormaster Hawkins stated it was in his purview to waive fees but he would like a written recommendation from this commission. He has not spoken to Mr. Seaman about this yet.

Commissioner Hartley requested this to be on the January agenda. There were no further questions or comments on informational materials.

COMMENTS OF THE AUDIENCE

There were no comments.

COMMENTS OF THE CITY STAFF

Harbormaster Hawkins announced he will not be at the January meeting. He will be at the Seattle Boat Show marketing the Homer Harbor to the yacht crowd. Matt Clark will be at the meeting in his place. There is also another boat show, a trawler fest in May that he is interested in attending and feels it would be a better fit to fill in the space that is available during the summer season when everyone is out working. It would be a way to fill up the Harbor.

Deputy City Clerk Krause wished everyone a Merry Christmas and Happy New Year.

COMMENTS OF THE CHAIR

Chair Ulmer will not be at the next meeting. She will be attending a conference in Miami, Florida. Commissioner Wedin commented that it was a tough duty and the temp was 35 there today. Chair Ulmer, laughing, stated it had time to straighten out.

COMMENTS OF THE COMMISSION

Commissioner Hottmann wished everyone Happy Holidays.

Commissioners Zimmerman wished every a Happy Holidays and May the New Year be as good or better than this one.

Commissioner Hartley echoed those sentiments and thanked Deputy Clerk Krause for putting up with them.

Commissioner Wedin wished everyone Happy Holidays too and thanked staff for all the hard work.

ADJOURN

There being no more business to come before the Commission the meeting was adjourned by Chair Ulmer at 7:00 p.m. The next regular meeting is scheduled for January 26, 2011 at 5:00 p.m. in the City Hall Cowles Council Chambers.

RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

Approved: _____



City of Homer

Port / Harbor

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Homer, Alaska 99603-8005

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PORT & HARBOR STAFF REPORT

By Bryan Hawkins, Port Director/Harbor Master
Prepared for the January 26, 2011 Port & Harbor Commission Meeting

January 19, 2011

1. Administration

Staff met with:

- Corps of Engineers – City of Homer Operation and Maintenance Dredging Teleconference
- Simeons and Carey Meyer – Energy Audit Report
- Eagle Eye Photo – New Port and Harbor Brochure
- Jim Beckham, Petro Marine Services – Installation of New Pipeline from Homer Ferry Terminal to Pioneer Dock
- Lease Committee Regular Meeting

2. Operations

With winter weather prevailing, including consecutive weeks of northeast winds and subfreezing temperatures, heavy ice conditions now adversely affects vessel traffic transiting the small boat harbor. Over 60 vessels utilizing the winter metered power program have moved into the energized portion of the harbor offering them access to shore power and a shorter distance through the ice to the harbor entrance.

The newest member of our team, Harbor Officer I, Dan Storr, was hired December 28th. He is a licensed mariner with experience ranging from coastal freight operations to local charter vessel business ownership. He has environmental experience working with Alaska Clean Seas and first responder experience serving as a volunteer EMT in Anchorage.

- Operations staff is currently training for ETT recertification for all members. During training, Port Director Bryan Hawkins is covering day shift operations and recently retired harbor officer II, John Bacher is providing graveyard shift coverage.
- In receipt from DHS grant funding promoting interoperability, the operations staff has incorporated three new Motorola XTS 2500 handheld radios with ALMR capability.
- Operations staff is now in the planning process for improvements to our harbor tug. Enhanced hydraulics and fire pump performance, man overboard retrieval, and an aft deck capstan are at the core of the improvements. The project is slated to begin mid February.
- K-Sea Transport's new integrated tug and barge, Pacific Wolf and Barge DBL 54, have begun the Cook Inlet coastal fuel route and are now providing fuel transfer operations at our P/D. The new tug and barge effectively replace the former Pacific Raven and Barge 280.
- Operations staff effectively responded to a 90 foot wood scow during an engine room flooding incident. Proper response prevented equipment damage and a potential pollution incident. A 30 foot wood pleasure craft was prevented from sinking and towed through pack ice in order to access shore power and install a sump pump while its owner responded from Anchorage.

3. Other

- The Port and Harbor's weather station that sends a live weather feed to the Port's web page is back from repairs.
- The Deep Water Dock Security Gates project is being finalized with Nelson Engineering.

Attachments

None



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MEMORANDUM

TO: HOMER CITY COUNCIL & CITY MANAGER WALT WREDE

FROM: PORT & HARBOR ADVISORY COMMISSION

SUBJECT: CREDIT CARD FEE

DATE: JANUARY 17, 2011

Background

During the Port and Harbor Commission's December 15, 2010 regular meeting, the commission passed a motion to recommend to City Council to create an ordinance that allows Port and Harbor to charge a percentage fee to offset the cost of the fees to accept credit cards.

This motion is a response to the rising costs of credit card expenses to the Port enterprise.

Recommendation

The question to consider is: can the Port and Harbor apply a credit card fee to offset these costs? Request from Finance information regarding the negotiations for credit card fees for 2011 and the legality of the commission's proposal.

Attached: Excerpt from Port & Harbor Commission December 15, 2010 Meeting Minutes

PENDING BUSINESS

A. Memorandum from Port & Harbor Advisory Commission to City Council Re: Cash Discounts on Cash, Check or Debit Transactions

Commissioner Zimmerman recommended that the Commission support implementing a 2-3% fee to accept credit cards. Discussion ensued regarding the Port being allowed to collect or charge a fee for payments paid by credit card.

ZIMMERMAN/WEDIN- MOVED TO RECOMMEND CITY COUNCIL CONSIDER ALLOWING PORT AND HARBOR TO COLLECT A 2% FEE TO OFFSET THE COST OF ACCEPTING CREDIT CARDS.

Further discussion continued on the benefit of offering the 2% reduction if customers pay their fees/bills by cash, check or debit card; the reality that a credit card payer would then be paying 5% higher rates; the 3% rate increase is required to address the need to increase the funds in the reserves; the fee the Borough charges for credit card payments; the different rates charged by credit card companies.

WEDIN/HARTLEY – FRIENDLY AMENDMENT TO THE MOTION TO READ, COUNCIL CREATE AN ORDINANCE THAT ALLOWS A PERCENTAGE TO COVER THE COST OF THE FEES.

Discussion on what the actual percentage should be to cover the costs associated with accepting credit cards for payment of services and how this would be determined and implemented. The cost if they start having to chase after bad checks again. The bad debt has been decreased substantially since accepting credit and debit cards. Each month they split the call list of non-payment accounts and most accounts are paid immediately with a credit card. It was noted that the accounts will pay with a credit card even with the additional 2% fee. It was believed that an additional fee would not stop or lessen the usage of the credit cards. The fees for credit cards are costing the Port & Harbor are up to about \$42,000. The overall sales amount is unknown at this time.

Commissioner Wedin called for the vote.

VOTE. (Amendment) YES. HOTTMAN, ZIMMERMAN, HARTLEY, ULMER, WEDIN

Motion passed.

The amended motion reads: MOVED TO RECOMMEND CITY COUNCIL CREATE AN ORDINANCE THAT ALLOWS PORT AND HARBOR TO CHARGE A PERCENTAGE FEE TO OFFSET THE COST OF THE FEES TO ACCEPT CREDIT CARDS.

VOTE. (Main) YES. WEDIN, ULMER, HARTLEY, ZIMMERMAN, HOTTMANN.

Motion passed.



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MEMORANDUM

TO: PORT & HARBOR COMMISSION

FROM: BRYAN HAWKNS, PORT DIRECTOR/HARBORMASTER

SUBJECT: HOMER SPIT LONG-TERM PARKING PASSES

DATE: JANUARY 14, 2011

The topic of long-term parking has come up multiple times in the last several meetings as well as before City Council. To move forward with establishing a system or plan for long-term parking, some key notes that should be addressed are listed below:

- Define long-term parking: Is long-term parking really just storage?
- Who are the user groups that need long-term parking?
- What is the minimum acceptable number of days that a person should be allowed to park in the open areas on the Spit for free?
- Are there any limitations on what kind of vehicles that can be stored or parked on the spit long term?

Suggested Requirement for an Annual Parking Pass

Vehicles parked in excess of seven consecutive, 24 hour days, one time per year, must register with the Homer Harbormaster's office and purchase an annual parking pass.

Suggested Price for an Annual Parking Pass

\$200 per year. An annual parking pass could have two vehicles registered to the same pass but only one vehicle may use it at a time. Every vessel owner who pays reserved or transient annual moorage for their vessel should receive one annual parking pass.

Suggested Parking Lot Designations

There currently are four lots and the central business area that are signed and enforced from Memorial Day through Labor Day. Ramps One through Four are fee parking and the diagonal parking along the boardwalk have size, time, and loading limits. All other parking lots on the Spit are open to general public parking. Instead of focusing on the areas that we would allow long-term parking, we should focus on where and when (which lots during what time of the year), that we won't allow long-term parking to take place. For instance, during the summer there should be no long-term vehicles parked in the lots close to the top of the ramps, including the lot between the Salty Dog and the Harbormaster's office. From May through October: long-term permitted parking is allowed only in the general public parking areas on Homer Spit. From October through May: no restricted areas on Homer Spit for long-term permitted parking.

The Port and Harbor's Terminal Tariff states no long-term trailer parking during the summer but allows trailer storage during the winter. Please note that there is no boat storage any time of the year. In regards to this, perhaps an RFP for two lots on the 30 Acres for long-term boat trailer storage could be considered.

Attached: Terminal Tariff Rule 34.22 – Upland Storage

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160 TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	41
		REVISED PAGE NO.	7th

RULE: 34.21 - DEMURRAGE

(continued)

- (3) Cargo and freight not placed in designated laydown area must be immediately removed from a city dock or terminal facility upon order of the Harbormaster.
- (4) A vessel, shipper or consignee who refuses to move cargo on demand will be assessed wharf demurrage at five times its applicable rate, starting at the time the vessel, shipper or consignee is notified to move the cargo.
- (5) In addition, the Harbormaster may, in his discretion move cargo or freight and any expense or damages, including damage to cargo or freight during such movement, shall be charged to the vessel, shipper or consignee except damages caused by the City's own negligence.

RULE: 34.22 - UPLAND STORAGE (A)

EFF: 01JAN2009

SUBSECTION 230

(a) AREA OF LAND AVAILABLE:

The City of Homer may make available a limited area of land for gear storage subject to the following conditions:

- (1) Space is made available on a first-come, first-served basis. All storage assignments must be approved by the Harbormaster.
- (2) This upland storage area is primarily for fishing related gear. No vehicle or boat trailers may be placed on the upland storage area without prior permission of the Harbormaster.

(b) BOAT TRAILER STORAGE:

- (1) Short term storage of boat trailers not to exceed 7 days will be provided on a space available basis. Storage is allowed only in designated areas where posted.

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160 TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	42
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RULE: 34.22 - UPLAND STORAGE

(continued)

- (2) Long term storage of boat trailers (8 or more days) is not available during the summer season beginning May 1 and ending September 30. Long term storage of boat trailers other than during the summer season must be approved and assigned by the Harbormaster. Long term boat storage is available commercially off the Spit.

(c) METHOD OF CALCULATIONS OF RATES:

Charges shall be based on type of storage required, vehicle, boat trailer, gear or equipment.

(d) STORAGE CHARGES:

No charge for storage should be generated for free time of 2 days or less. Storage time beyond 7 days shall generate one month charge.

(e) RATES:

All general storage is on a month-to-month basis unless otherwise provided. Charges for any particular lot shall begin at the receipt of the first unit of that particular lot in store and shall continue and include the storage month during which the last unit of the particular lot is removed from storage. Charges shall be made on the basis of square footage of units in any particular lot in store during the storage month. All charges for storage are due on the first day of a storage month.

A storage month shall extend from a date in one calendar month to, but not including, the same date of the next and all succeeding calendar months. Less than one month's storage will be charged for the full month. The Harbormaster may negotiate storage contracts for six months or longer.

Fees for general storage are as follows:

Open Areas, fishing gear	\$.12 per square foot
Open Areas, non fishing gear	.17 per square foot
Fenced Storage Yard	.24 per square foot

The fees for trailer parking area/long term storage Oct. 1 to May 1 are as follows:

Up to 30 feet	\$75.00 per month
Over 30 feet up to 40 feet	\$100.00 per month

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160 TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	43
		REVISED PAGE NO.	10th

RULE: 34.22 - UPLAND STORAGE
(continued)

There will be no storage of trailers of total length greater than 40 feet and no long term storage available from June 1 to Oct. 1.

Equipment and materials stored without proper registration and advance payment will be charged according to storage fees above.

(f) EMPTY CRADLES/TRAILERS:

For the purpose of this Tariff, a vessel trailer or cradle shall be treated as a vessel of the length of the vessel normally occupying the cradle.

RULE: 34.23 - TIDAL GRIDS (A)
EFF: 01JAN2011

SUBSECTION 235

(a) TIDAL GRIDS

The City of Homer operates two tidal grids. The wooden grid is for vessels of less than 60 feet in length. The steel grid is generally for use by vessels of 60 feet or greater in length. Vessels over 60' may not use the wooden grid without specific approval of the Harbormaster. Vessels over 300 displacement tons or over 120' may not use the steel grid without specific approval of the Harbormaster. Vessels that remain on either grid after their scheduled tide may be assessed a 50% surcharge for each unscheduled tide. Use of the steel grid shall be charged at the minimum rate applicable for a 60' boat if a boat of less length is allowed to use this grid.

Sandblasting of vessel is not permitted on tidal grids; water blasting of vessel to remove barnacles or other marine growth is permitted provided that the water pressure used does not result in removal of paints onto the grid work platform or into the water of the harbor.

(b) RATES:

- The rate per foot per tide is \$1.05 for vessels 0'-59'
- The rate per foot per tide is \$2.55 for vessels 60'-80'
- The rate per foot per tide is \$3.25 for vessels 81'-100'
- The rate per foot per tide is \$3.82 for vessels 101'-120'
- The rate per foot per tide is \$4.24 for vessels 121'-140'





City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160

Fax (907) 235-3152

E-mail port@ci.homer.ak.us

Web Site <http://port.ci.homer.ak.us>

MEMORANDUM

TO: HOMER CITY COUNCIL & CITY MANAGER WALT WREDE

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

SUBJECT: DREDGE MATERIALS MANAGEMENT FOR THE CITY OF HOMER PORT & HARBOR

DATE: JANUARY 18, 2011

The City and the Army Corps of Engineers work cooperatively to maintain a safe navigation channel from the harbor entrance to the Load and Launch ramp. Also the Corps works with the USCG to maintain operating depths at the Cutter Hickory berth. The City is responsible for the disposal of the dredge materials created from these efforts.

Past averages for annual quantities of materials are approximately 13,000 cubic yards. Due to isostatic rebound, rebound from the 1964 earthquake and normal sedimentary transport 2010 harbor surveys conducted for the Corps in the navigation channel from the fuel floats to approximately JJ float, show that we are above our operating depths in the harbor and additional dredging will be required to maintain project depth. Early estimates are that this additional dredging could create as much as 20,000 more cubic yards to our quantities for 2011.

The City, Coast Guard and Corps have also been working on a special project that concerns the Cutter Hickory's berth which will bring an additional 10,000 cubic yards into the system for disposal. All total we may be looking at 40,000 cubic yards or more of dredge materials for 2011.

Challenges ahead:

You may have already noted in the handouts the Corps maintenance project limits outline an approximately 100' channel from the harbor entrance to the Load and Launch Ramp. The remainder of the harbor basin is our responsibility to maintain. I have made inquiries with the Corps, who administers the dredge contract, as to whether the Port would be able to add to the work scope allowing us to bring harbor basin back into project depth by using the dredge while its on the job in the harbor. My contact person said that this has been done in the past on other projects. I will ask for a confirmation in writing.

If the additional dredging from the fuel floats to the area of JJ float in a 100' channel may produce an additional 20,000 cyds, then you can see that it looks as though we may have a big job ahead of us in order to fulfill our responsibilities for maintaining the proper operating depths in the basin.

We will need to hire a survey completed for the areas in the harbor outside of the Corps navigation channel in order to estimate total scope of materials to be removed and we won't have any actual quantity or cost estimates until the survey is completed. As of now I believe we will be able to take this on section by section over the course of many years. However you cut it though, we are looking at much higher numbers when it comes to our responsibilities for dredge materials disposed in the future.

Possible fiscal impacts: I have some preliminary cost estimates of between 8 and 10 dollars per yard to the dewatering site. I wouldn't hazard any guesses at this time but there will be a heavy fiscal impact to the Enterprise in order to maintain the harbors operating depths.

Past method of dredge materials disposal: Dredge materials may be used only on the Spit either for City projects or sold to private business owners for use on the Spit. This is a very limited market and we have nearly reached the saturation point. In an effort to take a proactive tack on this issue, the Port and City are currently seeking permits for beneficial uses of dredge materials on the Homer Spit. This is a multi pronged approach at using these materials in beneficial ways on the Spit for beach re-nourishment and two build-up projects that would be used to create additional parking in the boardwalk areas on the Spit.

In light of the results of the latest harbor soundings and the spike in dredge materials quantities, I have research the Ordinance dictating that materials may not be removed from the Spit. It is my belief that the required annual maintenance dredging of our Port and Harbor is a completely different issue from the one that prompted the original and then the amended Ordinance of 1998 titled Excavation of the Homer Spit Beach.

Dredge materials management could easily be lined out in a prioritized check list starting with:

1. Beach re-nourishment
2. Build-up projects, land creation benefitting City of Homer Port and Harbor
3. Materials for sale on the Spit to land owners or leases for use on the Spit
4. Stock pile of materials for emergency erosion repairs and for small quantity sales for use on the Spit – 6 to 10K cubic yards
5. When items 1-4 are fulfilled, RFP for sale off the Spit as fill material. Proceeds from sale would be used only for Enterprise Operational costs.

Recommendation

Create a new Ordinance dictating allowed uses of dredge materials from the City of Homer's Port and Harbor annual maintenance dredging program.

I would be happy to answer any questions on this subject.

Attached: Overviews of Harbor Channel and Entrance with Limits Outlined
 Ordinance 6-720.2
 Ordinance 98-2(A)(S)(A)
 HCC 19.12.040g

1 Ordinance No. 6-720.2
2 City of Homer, Alaska

3 AN ORDINANCE OF THE CITY OF HOMER, ALASKA, PROVIDING FOR THE
4 CONTROL OF EXCAVATION OR REMOVAL OF GRAVEL, GRAVEL FILL OR FILL
5 MATERIAL FROM BEACHES AND OTHER AREAS WITHIN THE CITY OF HOMER:
6 PERMITS: GUIDELINES: REVIEW: PENALTIES: DEFINITIONS.

7 THE CITY OF HOMER ORDAINS.....

8 SECTION 1. INTENT. It is the intent of this ordinance to protect
9 and preserve the stability of that land area known as the Homer
10 Spit and all the land areas within the corporate limits of the
11 City of Homer which may require like protection.

12 SECTION 2. REFERENCE TO MATERIALS PLAT; PERMITS. The removal or
13 excavation of gravel, gravel fill or other fill material from any
14 beach or from any portion of the Homer Spit shall be regulated by
15 the City. Reference shall be made in all cases to the Materials
16 Plat prepared jointly by the State Division of Lands and the U. S.
17 Corps of Engineers, which is available and may be examined during
18 business hours at the Homer City Hall. A permit shall be required
19 in the following instances:

- 20 1. Whenever gravel, gravel fill or other fill material is
21 removed from Homer Spit or from beaches elsewhere within
22 the corporate limits of said city.
- 23 2. Whenever such materials are removed or excavated from any
24 naturally created berm area, or from any berm area
25 created for the protection of said land areas.

26 SECTION 2. GUIDELINES. Any applicant for a permit shall comply
27 with the following:

- 28 1. Permits shall be issued pursuant to guidelines formulated
29 by the State Division of Lands and the U. S. Corps of
30 Engineers, as referred to by the above-mentioned Materials
31 Plat. Such guidelines may be altered from time to time
32 by the Division of Lands and the Corps of Engineers as
additional data is received by these agencies.
3. No permits shall be issued for excavation or removal of
gravel or fill materials from area "A" as designated on
the above-mentioned plat prior to review and approval of
the permit application by the Corps of Engineers and the
Division of Lands.
4. Permits may be issued by the City for such excavation or
removal from areas "B" and "C" as designated on said
plat, without review and approval of the permit applica-
tion by the Corps of Engineers or the Division of Lands.
5. No permit will be issued for the excavation or removal
of gravel, gravel fill or other fill materials from any
area other than areas "A", "B" and "C" as designated on
said materials plat.
6. All permit applications required under this ordinance
shall be accompanied by a site plan showing the precise
location and dimensions of the proposed excavation or
removal in reasonably sufficient detail, including
depth, and stating the amount of material to be excavated

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or removed.

6. All applications required under this ordinance shall be submitted to the City Clerk, City of Homer, together with the requisite accompanying instruments, and a permit fee of Five Dollars (\$5.00)

SECTION 3. EXCEPTIONS. No permit shall be required for excavation necessary for the installation of sewage lines, water lines, underground power lines, wells, oil and fuel tanks and related lines and above ground power lines from any location other than a berm area, provided such excavated material is not removed from site of construction, nor shall a permit be required for clearing or maintaining any public road.

SECTION 4. REVIEW. Any person whose application is denied shall be entitled to a review of such denial by the City Council. A request for review shall be in writing and submitted to the City Clerk within ten days of such denial. The City Clerk shall, whenever feasible, thereafter place the matter of review on the agenda for the next regularly scheduled meeting of the City Council, but in any event, such review shall not be later than the second regularly scheduled meeting after such request is received.

SECTION 5. NONLIABILITY. The City shall not be liable for damages accruing as a result of any excavation or removal of gravel, gravel fill or fill material pursuant to the issuance of a permit under this ordinance.

SECTION 6. CONFORMANCE TO PERMIT REQUIRED. Any excavation or removal of gravel, gravel fill or fill material except by permit where required shall be considered a violation of this ordinance.

SECTION 7. PENALTIES. Every person convicted of a violation of any provision of this ordinance shall be punished by a fine of not more than Three Hundred Dollars (\$300.00) or by imprisonment for not more than thirty (30) days, or both such fine and imprisonment. Each act of violation and every day upon which any such violation shall occur shall constitute a separate offense.

SECTION 8. DEFINITIONS. The following words, when used in this ordinance shall, for the purpose of this ordinance, have the meanings respectively ascribed to them in this section.

EXCAVATION: The digging out and removal of gravel or other fill materials whereby any existing surface grade is altered or disturbed.

REMOVAL: The movement, by lifting, pushing aside or taking away or off of any gravel or other fill materials from any area subject to the provisions of this ordinance.

CITY OF HOMER
HOMER, ALASKA

City Attorney

ORDINANCE 98-2(A)(S)(A)

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
HOMER, ALASKA, AMENDING HOMER CITY CODE SECTION
19.12.050 EXCEPTIONS REGARDING EXCAVATION OF
HOMER SPIT BEACH.

THE CITY OF HOMER ORDAINS:

Section 1. That Homer City Code section 19.12.050, Exceptions, be amended to read as follows:

19.12.050 Exceptions: a. No permit shall be required for excavation necessary for the installation of sewage lines, water lines, underground power lines, wells, oil and fuel tanks and related lines and aboveground power lines from any location other than a berm area, provided such excavated material is not removed from site of construction, nor shall a permit be required for clearing or maintaining any public road.

b. This chapter shall not apply to the removal or excavation of gravel, gravel fill or other fill material from any beach or from any portion of the Homer Spit by the City of Homer.

Section 2. Homer City Code Section 19.12.040, guidelines, shall be amended to read as follows:

19.12.040 Guidelines. Any applicant for a permit shall comply with the following:

a. Permits shall be issued pursuant to guidelines formulated by the State Division of Lands and the U.S. Corps of Engineers, as referred to by the above-mentioned Materials Plat. Such guidelines may be altered from time to time by the Division of Lands and the Corps of Engineers as additional data is received by these agencies:

b. No permits shall be issued for excavation or removal of gravel or fill materials from area "A" as designated on the above-mentioned plat prior to review and approval of the permit application by the Corps of Engineers and the Division of Lands.

c. Permits may be issued by the City for such excavation or removal from areas "B" and "C" as designated on the plat, without review and approval of the permit application by the Corps of Engineers or the Division of Lands.

d. No permit will be issued by the City for such excavation or removal of gravel, gravel fill or other fill materials from any area other than areas "A", "B" and "C" as designated on the materials plat.

e. All permit application required under this chapter shall be accompanied by a site plan showing the precise location and dimensions of the proposed excavation or removal in reasonably sufficient detail, including depth, and stating the amount of material to be excavated or removed.

1 Page Two
2 Ordinance 98-2(A)(S)(A)
3 City of Homer
4

5 f. All applications required under this chapter shall be submitted to the City Clerk together
6 with the request accompanying instruments, and a permit fee of five dollars.

7 g. No permit shall be issued that will allow gravel, grave fill, or other fill materials to be
8 taken off the Homer Spit. Any such materials excavated or removed anywhere on the Homer Spit
9 shall be used only at another location on the Homer Spit.

10 h. Gravel for transshipment: Non-native gravel or other earthen commodities may be
11 shipped to the Homer spit, stored on the Spit, and exported from the Spit. Gravel for
12 transshipment must be permitted by the City of Homer. The permit shall describe the terms
13 and timelines of the transshipment and the volumes of materials involved.
14

15 Section 3. This ordinance is of a permanent and general character and shall be included in
16 the City Code.
17

18 ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER, ALASKA, this 23rd
19 day of February, 1998.
20

21 CITY OF HOMER

22 *Jack Cushing*
23 JACK CUSHING, MAYOR
24

25 ATTEST:

26 *Mary L. Calhoun*
27 MARY L. CALHOUN, CMC, CITY CLERK
28

29 AYES: 4
30 NOES: 0
31 ABSENT: 2
32 ABSTAIN: 0
33

34 First Reading: 01-26-98
35 Public Hearing: 02-09-98
36 Second Reading: 02-23-98
37 Effective date: 02-22-98
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39 Reviewed and approved as to form and content:

40 *Patti J. Whalin*
41 Patti J. Whalin, City Manager
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43 Date: 2-25-98

44 *Gordon J. Tans*

45 Gordon J. Tans, City Attorney

46 Date: 27 Feb 1998
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48 Fiscal Note NA
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Chapter 19.12 Excavation of Homer Spit Beach

Sections

- 19.12.010 Intent.
- 19.12.020 Definitions.
- 19.12.030 Reference to materials plat--Permits.
- 19.12.040 Guidelines.
- 19.12.050 Exceptions.
- 19-12.060 Review.
- 19.12.070 Nonliability.
- 19.12.080 Conformance to permit.
- 19.12.090 Driftwood Removal Prohibited.
- 19.12.100 Violation--Penalties.

19.12.010 Intent It is the intent of this chapter to protect and preserve the stability of that land area known as the Homer Spit and all the land areas within the corporate limits of the City which may require like protection. (Prior code 9I-100.1).

19.12.020 Definitions. The following words, when used in this chapter, shall, for the purpose of this chapter, have the meanings respectively ascribed to them in this section:

- a. "Excavation" means the digging out and removal of gravel or other fill materials whereby any existing surface grade is altered or disturbed.
- b. "Removal" means the movement, by lifting, pushing aside or taking away or off of any gravel or other fill materials from any area subject to the provisions of this chapter. (Prior code 1-100.9)
- c. For the purposes of this chapter "beach area" shall include the zone of sand, gravel and other unconsolidated materials that extends landward from the low water line to the place where there is a marked change in material or physiographic form.
- d. "Berm" means a natural, linear mound or series of mounds of sand or gravel, or both generally paralleling the water at or landward of the line of ordinary high tide.
- e. "Storm berm" means a berm formed by the upper reach of storm wave surges or the highest tides. Storm berms generally include an accumulation of seaweed, driftwood, and other water-borne materials. A beach may have more than one storm berm. (Ord. 02-14(A)1, 2002; Prior code 1-100.9).

19.12.030 Reference to materials plat--Permits. The removal or excavation of gravel, gravel fill or other fill material from any beach or from any portion of the Homer Spit shall be regulated by the City. Reference shall be made in all cases to the Materials Plat prepared jointly by the State Division of Lands and the U. S. Corps of Engineers, which is available and may be examined during business hours at the Homer City Hall. A permit shall be required in the following instances:

- a. Whenever gravel, gravel fill or other fill material is removed from Homer Spit or from beaches elsewhere within the corporate limits, of the City;
- b. Whenever such materials are removed or excavated from any naturally created berm area, or from any berm area created for the protection of the land areas. (Prior code 1-100.2).

19.12.040 Guidelines. Any applicant for a permit shall comply with the following:

- a. Permits shall be issued pursuant to guidelines formulated by the State Division of Lands and the U.S. Corps of Engineers, as referred to by the above-mentioned Materials Plat. Such guidelines may be altered from time to time by the Division of Lands and the Corps of Engineers as additional data is received by these agencies.
- b. No permits shall be issued for excavation or removal of gravel or fill materials from area "A" as designated on the above-mentioned plat prior to review and approval of the permit application by the Corps of Engineers and the Division of Lands.
- c. Permits may be issued by the City for such excavation or removal from areas "B" and "C" as designated on the plat, without review and approval of the permit application by the Corps of Engineers or the Division of Lands.
- d. No permit will be issued by the City for such excavation or removal of gravel, gravel fill or other fill materials from any area other than areas "A", "B" and "C" as designated on the Materials Plat.
- e. All permit application required under this chapter shall be accompanied by a site plan showing the precise location and dimensions of the proposed excavation or removal in reasonably sufficient detail, including depth, and stating the amount of material to be excavated or removed.
- f. All applications required under this chapter shall be submitted to the City Clerk, together with the request accompanying instruments, and a permit fee of five dollars.
- g. No permit shall be issued that will allow gravel, gravel fill, or other fill materials to be taken off the Homer Spit. Any such materials excavated or removed anywhere on the Homer Spit shall be used only at another location on the Homer Spit.
- h. Gravel for transshipment: Non-native gravel or other earthen commodities may be shipped to the Homer spit, stored on the Spit, and exported from the Spit. Gravel for transshipment must be permitted by the City of Homer. The permit shall describe the terms and timelines of the transshipment and the volumes of materials involved. (Ord. 98-2(A)(S)(A) 2, 1998; prior code 1-100.3).

19.12.050 Exceptions. a. No permit shall be required for excavation necessary for the installation of

Title 19 Parks, Campgrounds and Public

- o Chapter 19.02 Large Special Events
- o Chapter 19.04 Cemetery
- o Chapter 19.08 Campgrounds
- o Chapter 19.12 Excavation of Homer Spit Beach
- o Chapter 19.16 Vehicles on Homer Spit Beach

Upcoming City Meetings

City Council - Special Meeting
Tue, Jan 4th 5:30pm

Library Advisory Board
Tue, Jan 4th 6:00pm

Planning Commission
Worksession
Wed, Jan 5th 5:30pm

[View the full meeting schedule](#)

City Clerk's Office Events

City Offices Closed for
Presidents' Day
Mon, Feb 21st (All day)

City Offices Closed for
Seward's Day
Mon, Mar 28th (All day)

City Offices Closed for
Memorial Day
Mon, May 30th (All day)

City Offices Closed for
Independence Day
Mon, Jul 4th (All day)

City Offices Closed for Labor
Day
Mon, Sep 5th (All day)

[View all City Clerk's Office events](#)

Contact Information

Homer City Hall
491 East Pioneer Ave
Homer AK 99603

Phone:
907-235-3130
Email:
clerk@cl.homer.ak.us
Fax:
907-235-3143

Office Hours:
Monday through Friday
8am to 5pm

[CLICK HERE FOR FULL CONTACT INFO](#)

TOWN OF HOMER

Deluge Lake

Deluge Logspan

Deluge Bay

Kachemak Bay

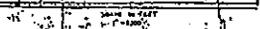


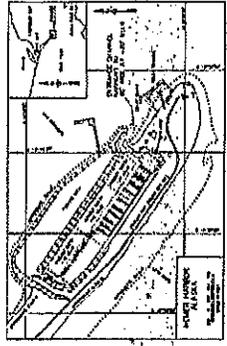
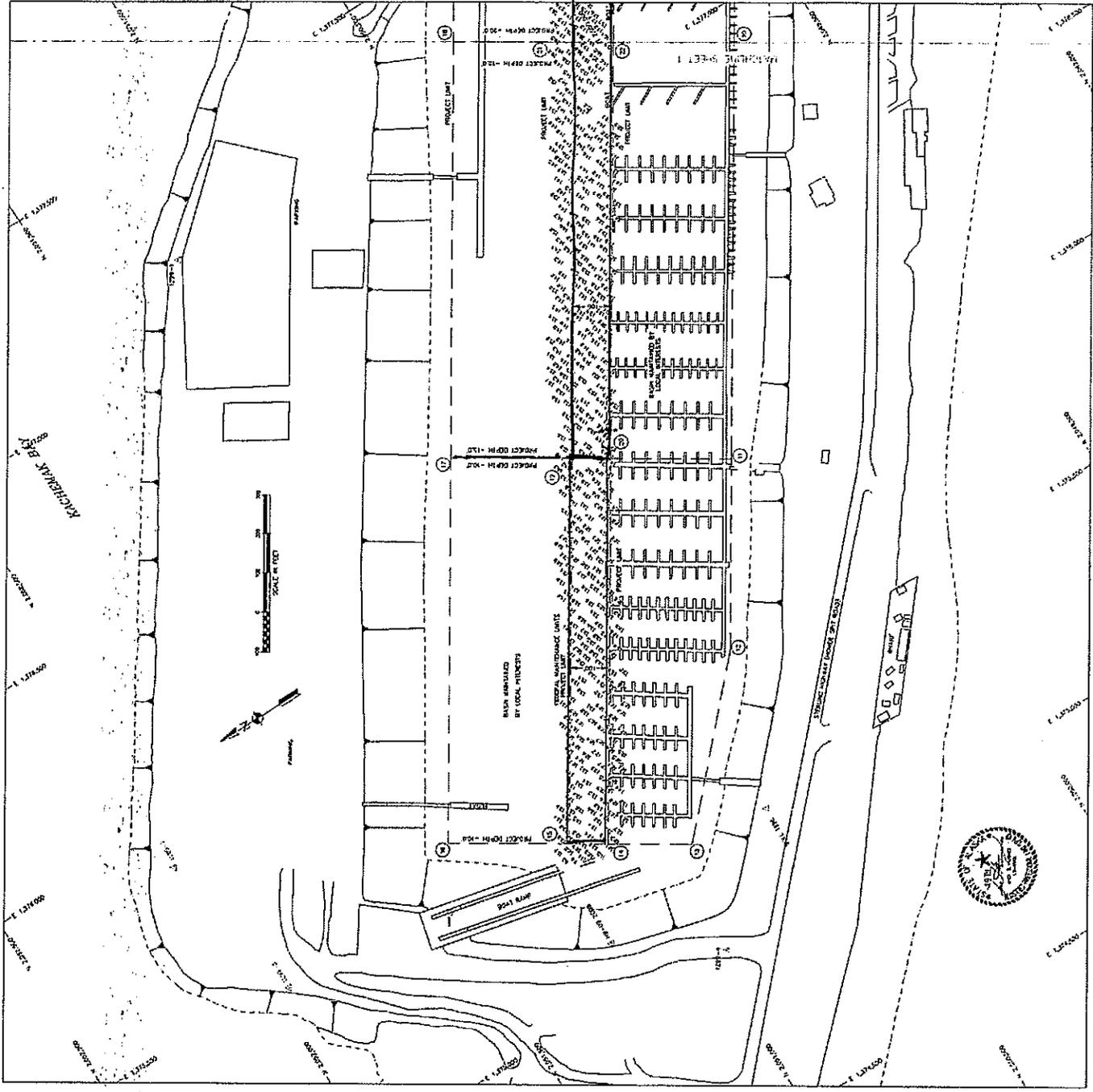
EXPLANATION

- Sand
- Sea Shell
- Yellow sand rounded gravel
- Gravel
- Partly sorted and, some gravel, shells
- Dark L. Sand Shale
- Loam
- Clayey Sh.

NOTE: This map shows the mapping of the town of Homer, Alaska. The map was compiled by the U.S. Geological Survey.

NEAR SHORE AREA-A. From shore and under water
 shown here as estimated by 250 yard
 HIGHER AREA-B. Area covered by water at low tide
 shown as covered by 100 or more feet of water
 SPHERICAL AREA-C. No restriction on vertical distance





NOTES

1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND INCHES. DIMENSIONS IN PARENTHESES ARE IN METERS.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
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U.S. ARMY CORPUS OF ENGINEERS
ALASKA DISTRICT

PROJECT NO. 15-118-10-0000
CONTRACT NO. 15-118-10-0000
DATE: 5/7/2010

U.S. ARMY CORPUS OF ENGINEERS
ALASKA DISTRICT
HONOLULU, HAWAII

HONOLULU, HAWAII
PRE-DESIGN SURVEY
MAY 7, 2010

Reference number:
Sheet 1 of 2

STATION	MARKING	CONTROL DATA	MARKING	MARKING	REMARKS
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SURVEY



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160
Fax (907) 235-3152
E-mail port@ci.homer.ak.us
Web Site <http://port.ci.homer.ak.us>

MEMORANDUM

TO: PORT & HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

SUBJECT: WAIVING FEES FOR VESSELS ROLPHY & DOLPHIN DURING WOODEN BOAT FESTIVAL

DATE: JANUARY 19, 2011

Background

Staff was contacted by Mr. Dave Seaman of the Wooden Boat Society about the possibility of allowing the two 86' wooden scows Rolphy and Dolphin to go dry on the barge beach adjacent to the City campground during the Wooden Boat Festival this fall. The Wooden Boat Society asked that the Terminal Tariff fee for beach landing be waived.

Recommendation:

Direct staff to waive the landing fees to the Rolphy and Dolphin due to their participation in the Wooden Boat Festival, provided that the vessel owners do not perform hull maintenance while dry on the beach.



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

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MEMORANDUM

TO: PORT AND HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKNS, PORT DIRECTOR/HARBORMASTER

SUBJECT: COOK INLET MARINE WINTER BARGE STORAGE ON BEACH PROPOSAL

DATE: JANUARY 17, 2011

Background

The City Manager, Deputy Harbormaster, and I have met with Mr. John Crandall and discussed in depth his proposal of using the beach for barge storage during the winter months. Key notes from the meeting are as follows:

- Viability: what is the potential return for the dollars spent to create? Relatively small investment for return.
- Type of method of construction: what would it look like when done? Without bidding out for engineering, Mr. Crandall's description of the perpendicular row of piles is a good starting point for planning purposes.
- Location: tideland ownership in relation to upland ownership; the time of year when these moorings would be used; potential impact of wind, sea, and ice conditions during the winter months. Taking all these factors into account, we concluded that the best location for this improvement would be at the Port and harbor's beach landing between the fishing lagoon and Freight Dock Road.

An improvement on our beach landings will not only benefit barges, but also large fishing vessels that have been using the beach landing for inspections and small maintenance projects. Administratively, we already have a Terminal Tariff rate and Beach Use Policy in place.

I see this as a very worthwhile project with a relatively small investment versus the potential return.

Recommendation

Please Review and make a motion to City Council that a Capital Improvement Project be created for this proposal. Recommendation to Staff: seek baseline estimates for cost purposes.

Attached: Letter to Deputy Harbormaster from Cook Inlet Marine Re: Beach Moorage at Homer dated October 29, 2010
Overview of Proposed Beach Moorage Area
Letter to Boat Owners from Port Director/Harbormaster Re: Beach Use dated July 7, 2010
Terminal Tariff Rule 34.29 – Beaches and Barge Ramp
Beach Use Agreement form

COOK INLET MARINE, LLC

Post Office Box 470 • Homer, AK 99603

T: (907) 235-8086 • C: (907) 299-1628 • F: (907) 235-5242 • E: crandall@alaska.net



October 29, 2010

Matt Clarke
Deputy Harbormaster
Port of Homer
4350 Homer Spit Road
Homer, AK 99603

Regarding: Beach Moorage at Homer

Dear Matt,

We are interested in mooring our barge, the Lash 200, on the beach at Homer this winter. The Lash 200 is a 200' x 54' deck barge.

Normally we moor the barge on a mooring in Kachemak Bay during the March to November period. Winter ice conditions in Kachemak Bay often make the off shore moorage a risky option. As a result, we typically secure the barge on the beach along the Homer Spit for the winter months.

Past Arrangements:

For the last several years Northstar Terminal, which manages the Homer Spit Marine Terminal (HSMT), has provided beach locations to moor our barge. Previously HSMT had a large, grounded, derelict barge, the Heavy Hauler, located on the beach adjacent to their facility, providing for a convenient and secure tie-up location for both for our barge and others. Alternatively, when not utilizing the Heavy Hauler location, Northstar provided open beach locations, typically installing two shore based tie-up points, consisting of large earth moving equipment or buried anchors. We provided an off shore tie-up point by placing a large anchor and chain astern of the barge.

Besides ourselves, numerous other barge owners and commercial fishing vessel owners have utilized the beach at HSMT.

Current Circumstance:

This year the Heavy Hauler barge at HSMT was dismantled and removed. At the same time, the Port of Homer has indicated it will begin charging for all beach moorage on the Homer Spit. We are, therefore, interested in arranging a secure beach moorage with the Port of Homer.

Beach Moorage Configuration:

A secure beach moorage arrangement for a barge of this size requires two well secured tie-up points on the beach above the high tide line and a third tie-up point off shore, astern of the barge. For us, at a minimum, a useful configuration would be two adequately sized piling driven, or dug, to a secure depth on the beach end. We would place an anchor and chain off shore for the seaward tie-up.

A more useful configuration would be a row of four or five pilings, perpendicular to the beach, extending down through the tidal area, eliminating the necessity of an off shore anchor and allowing use at various tide levels.

Location:

The two obvious candidates would be the beach adjacent to Pier I Theatre or the beach adjacent to the HSMT. Either would be adequate but the area adjacent to HSMT would probably be the more useful to us for several reasons:

1. We generally do our annual repair and maintenance while the barge is beached and often need convenient access to Northstar's equipment such as cranes, loaders and forklifts.

2. Aside from winter storage, the same beach configuration is used for cargo operations during the spring and summer months which also requires access to Northstar's equipment.
3. Cargo operations during the summer would conflict with the tourism and recreational uses of the Pier I beach.

Market for Beach Moorage:

We are a resident local company. In that sense, we are a captive market with a continuing need for beach moorage. Besides our company, several other barge owners have consistently utilized Homer beaches over the years including Hopkins Brothers Construction, Sam Barging and Gates Construction.

Several local commercial landing craft companies are also a very active market for both year round beach moorage and cargo operations. These include Alaska Coastal Freight (L/C Helenka B), Alaska Marine Transport and Salvage (L/C Polar Bear) and Coastal Freight and Salvage (L/C Constructor).

And, as already noted, numerous commercial fishing vessel owners have an ongoing need for beach moorage.

At this time, besides ourselves, Bering Pacific and Quality Asphalt Paving are interested in mooring a 180' by 50' deck barge, the ZB 193, at Homer in order to perform repairs through the winter.

Crowley Maritime currently moors two barges at the HSMT during the winter months, and has done so for several years, although they are utilizing afloat moorage in HSMT's barge basin. Crowley has shown and increased interest in winter storage at Homer of both their tugs and barges. Only their barges are pertinent to beach moorage but I would think a secure beach moorage for barges would also be of use to them for routine repair and maintenance work.

In general, a row of pilings extending down the beach into the tidal area would be the most marketable configuration. It would be secure, simple, convenient to tie up to and allow a greater range of tides to work.

Cost:

Currently we are soliciting information from local contractors in order to estimate the feasibility, availability and cost of installing pilings on the beach.

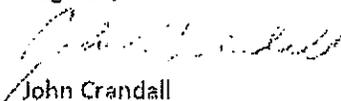
Coast Range Construction has quoted \$2,000 apiece to provide and drive 12" x 20' heavy gauge, schedule 120, steel piling. This would probably be adequate for the above high tide dead men.

Piling driven in the tidal area would have to be larger to be secure. Larger piling would require a crane and pile driving unit or vibrator. Both are available locally although we have not received responses regarding cost yet. Some local piling is available as well.

We are willing to bear some cost to install an adequate mooring arrangement. Most likely Bering Pacific and Quality Asphalt Paving would as well. The cost of driving piling at the top of the beach is relatively modest. The cost of installing a row of pilings into the tide lands will be more substantial and will require permits. We certainly would consider participating in the cost but probably would not be able to bear the entire burden ourselves.

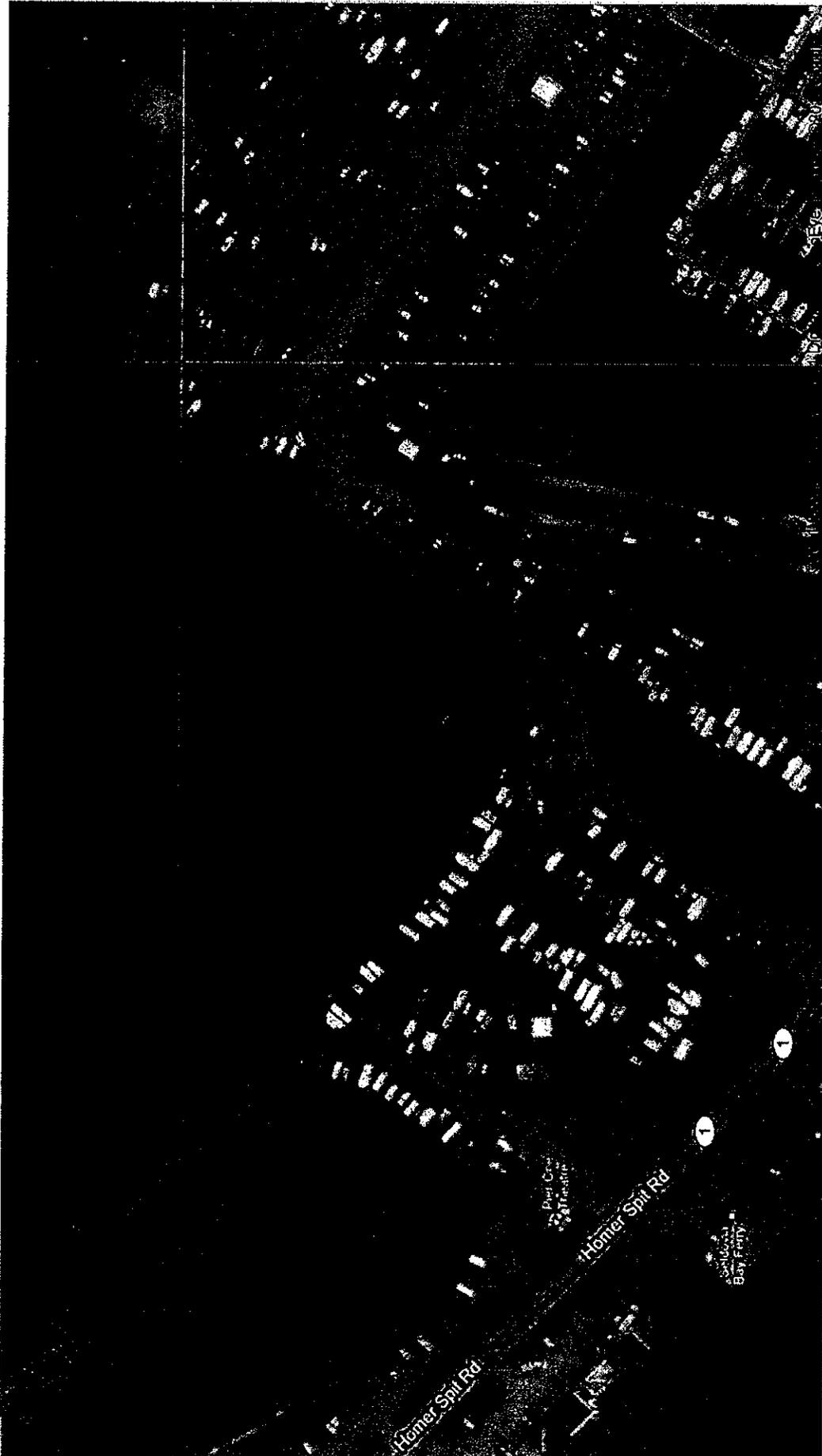
Thank you for your consideration of this matter. Please let me know if I can provide any additional information.

Regards,



John Crandall
Cook Inlet Marine, LLC
T: (907) 235-8086
C: (907) 299-1628
E: crandall@alaska.net

To see all the details that are visible on the screen, use the "Print" link next to the map.



PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160 TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	50
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RULE: 34.28 - BOAT LAUNCH RAMP FEES (A)
(continued)

(b) CHARGES FOR USE OF PUBLIC LAUNCH RAMPS:

Vessels shall be charged \$13.00 per day to launch from the public launch ramps from April 1 through October 15 (Reserved stall lessees exempt for the boat assigned to and registered to the stall only, not for other boats owned by the same individual.) Vessel owners or operators may obtain a seasonal permit for \$130.00 entitling a specific vessel and owner to launch from April 1 through October 15. (Reserved stall lessees exempt for the boat assigned to and registered to the reserved stall only, not for other boats owned by the same individual.)

(c) RAMP USE:

The principal intended use of the launch ramp is the launch and recovery of small/trailable vessels. An authorized subsidiary use is the incidental, noncommercial, loading or unloading of goods, supplies or materials.

The principal intended use of the harbor barge ramp is the commercial loading or unloading of goods, materials, equipment or personnel. An authorized subsidiary use is the loading or unloading of fishing gear and equipment or other use approved by the Harbormaster.

At the Harbormaster's discretion, reasonable restrictions may be placed on the use of any ramp owned or operated by the City.

RULE: 34.29 - BEACHES AND BARGE RAMP (A)

EFF: 01JAN2011

SUBSECTION 270

The use of beaches and barge ramp under the City ownership or control for commercial barge vessel repair, equipment loading or similar purposes, must be approved by the Harbormaster. A beach use agreement will be filled out and signed by the user and Harbormaster prior to use of the beach.

The Harbormaster shall charge a fee per foot based on length overall of the vessel, for vessels landing or parking on the beaches under City ownership or control. This same rate shall apply to vessels using the barge ramp.

Vessels up to 50 ft.	per foot \$1.50
Vessels over 50 ft.	per foot \$1.50



PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160 TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	51
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RULE: 34.29 - BEACHES AND BARGE RAMP
(continued)

Charges for extended beach or barge ramp use may be adjusted by the Harbormaster under appropriate circumstance.

The user of any beach area or barge ramp must repair any damage to the beach or ramp and remove all debris. Failure to make such repairs and removal will result in repairs and cleanup by harbor staff. The costs incurred by the harbor staff will be fully charged to the beach user. Labor rate for the harbor staff will be (\$90.00) per hour per person, plus appropriate equipment rental and material costs.

Sandblasting of vessels is not permitted on City beaches or barge ramps; water blasting using pressures that result in removal of paint is also prohibited. No paint chips or other paint materials are to be put into the water as a result of any maintenance done on the beach or ramp.

RULE: 34.30 - FISH DOCK (A)
EFF: 01JAN2011

SUBSECTION 275

The Fish Dock is to be used primarily for the loading and unloading of fish, fish products and fishing gear. Any other use must be approved in advance by the Harbormaster.

Dock fees shall be those set at Subrule 34.19 Subsection 205;

Cranes located onboard the vessel moored at Fish Dock may be utilized for loading/unloading the vessel only with prior approval granted by the Harbor Officer on duty.

No non-City owner cranes or boom trucks may be brought onto Fish Dock for use in loading/unloading without advance Harbor Officer approval.

Every person using a crane on the Fish Dock shall first obtain a license from the City. A private user shall obtain a private license, which shall be the annual access card, and shall pay the annual access card fee set forth in this subsection. A private license shall entitle only the owner if an individual, and the master and crew of a vessel to load/unload the vessel at the Fish Dock. In addition to the annual license fee, all users of the Homer Fish Dock shall pay the user fees set forth herein.





City of Homer

Port / Harbor

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July 7, 2010

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Re: Use of Tideland Beaches

Dear Mr. [REDACTED]

The City of Homer is the titled owner of the tidelands on the Homer Spit from M.H.H.W. line extending out to the Director's line in Kachemak Bay. The Port and Harbor's Beach Use Agreement, tariff rates, fees and conditions of use apply to any and all beach landings on the Homer Spit.

Any future beach landings, beach vessel storage, or beach cargo load-outs will be allowed only with the approval of the Port and Harbor of Homer. Vessel owners/operators are required to file a Moorage Agreement annually and a Beach Use Agreement prior to using the beach. Wharfage reports are to be filed with the Harbormaster's Office after each load-out.

Included are copies of the City of Homer Port and Harbor Moorage Agreement, Beach Use Agreement, Wharfage Report form and a map showing the City's tidelands.

We appreciate your business at the Port of Homer. It is important that all parties are completely informed of the allowed uses of the public's property and the fees involved. Please do not hesitate to contact me with any questions concerning Homer's Port and Harbor.

Sincerely,

Bryan Hawkins, Port Director/Harbormaster

Attached: Moorage Agreement
Beach Use Agreement
Wharfage Report form
DNR Tidelands Map



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PORT & HARBOR, HOMER ALASKA BEACH/BARGE RAMP USE AGREEMENT

Rule 34.29 Subsection 270 of the Port of Homer Terminal Tariff No. 600. The use of beaches and barge ramps under City ownership or control, must be approved by the Harbormaster. A beach use agreement will be filled out and signed prior to use of the beach. The Harbormaster shall charge the current tariff fee for use of these facilities. Charges for extended beach or barge ramp use may be adjusted by the Harbormaster under appropriate circumstances. The user of any beach area or the barge ramps must repair any damage to the beach or ramp and remove all debris. Failure to make such repairs and removal will result in repairs and cleanup by harbor staff. The costs incurred by harbor staff will be fully charged to the user. Labor rate for harbor staff will be as per the Tariff, plus appropriate equipment rental and material costs. Sandblasting of vessel hull is not permitted on City beaches or barge ramps; water blasting using pressures that result in removal of paint is also prohibited. No paint chips or other paint materials are to be put into the water as a result of any maintenance done on the beach or ramps. Any person convicted of a violation as defined in Homer City Code Chapter 10.08, Protection of the Harbor and Waterways, shall be punished by the fine(s) stated therein. In addition to the requirements set forth in this chapter, certain federal, state, local, and international laws and regulations, including but not limited to environmental, health, safety and sanitation laws and regulations, are applicable to the Homer Harbor and waterways in the City. All persons are hereby warned and placed on notice that they are responsible for determining their obligations under such laws and that they may be subject to applicable penalties, fines, imprisonment, and other forms of liability for violation of such laws and regulations.

Notice Re Potential Hazards: The beach landing, small barge ramp inside harbor, and large barge ramp outside harbor may have rocks or other debris or hazards that could potentially cause damage to the vessel hull as it sets down on this material at low water. You must inspect the facility and determine whether it is suitable. By using the facility, you agree that you will be solely responsible for any damage to the vessel, and the city shall be released from all liability.

VESSEL NAME _____ OFFICIAL NO. _____ LOA _____

OWNER _____ PHONE # _____

ADDRESS _____

AGENT OR OPERATOR _____ PHONE # _____

ADDRESS _____

NATURE OF WORK TO BE PERFORMED _____

On behalf of the vessel, the owner (including any charterer), and myself, I have inspected or will inspect the facility at low water prior to using the facility and do hereby agree to accept full responsibility for any and all damages and removal of all debris occurring as a result of the vessel using the beach or barge ramps, and do hereby release the city from all liability for such damage. I am fully aware of and hereby agree to comply with the regulations as set by the Port of Homer Terminal Tariff No. 600 and HCC Chapter 10.08. I hereby verify that all the information I have given concerning the above vessel is true and correct to the best of my knowledge and that I shall be held responsible for any inaccurate information I have given.

This agreement will be effective as long as I or my vessel are using the beach or barge ramp. The date(s) I anticipate using the beach or barge ramp are: _____ facility to be used is: (Check one)
_____ City Beach landing; _____ Barge ramp inside harbor; _____ Barge ramp outside harbor;

I enter into this agreement on behalf of the vessel, vessel owner (including any charterer), and myself, and represent that I have full authority to do so on their behalf. I personally guarantee the payment of all charges.

Signature

Signature of Harbormaster or
Deputy Harbormaster

Title (owner, agent, operator)

Acct #

Date

Office of the City Clerk

Jo Johnson, CMC, City Clerk

Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, CMC, Deputy City Clerk I



491 E. Pioneer Avenue
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Extension: 2224

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Email: clerk@ci.homer.ak.us

MEMORANDUM

TO: PORT AND HARBOR ADVISORY COMMISSION
FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I
DATE: JANUARY 20, 2011
RE: STRATEGIC PLAN UPDATE FOR 2011-2012

Reviewing the Strategic Plan that was drafted for the 2009 – 2010 period it has been found that the Commission has succeeded in completing some of its goals and projects. It is time to review and update this plan for the 2011-2012 time frame.

Updating this document provides guidance for staff and the commissioners as well as giving the public an idea what the commission may be addressing.

Please review the enclosed strategic plan and offer new projects to add to the list and delete those that have been completed and accomplished.

It is recommended that each commissioner review this plan and have at least one item to recommend under each category.

Port and Harbor Advisory Commission Strategic Plan

Draft

Mission statement:

Act in an advisory capacity to the City Manager and the City Council on the problems and development of the City Port and Harbor facilities. Consideration may include the physical facilities, possible future development and recommendations on land use within the Port and Harbor areas.

Overall Goals:

1. Conduct faster, more productive meetings
2. Become a more effective Commission - provide timely, relevant comment to the City Council on Port and Harbor issues
3. Have a better understanding of the budget process
4. Establish committees when needed to work on specific tasks

Short term Goals - less than 6 months or by the end of 2010 (not prioritized)

1. Conduct more efficient meetings
2. Set up Harbor Recycling – Cardboard/cans/bottle
3. Parking- Encourage administration/Council to gain greater control
4. Gain a better understanding of the budget process, and provide comments to the Administration (Harbormaster, City Manager) in a timely manner for possible inclusion in the 2010 budget.
5. Develop a strategy to work with the City Council
6. Advocate for the over slope Ordinance, at the Planning Commission and City Council

Midterm Goals 1-3 years (2011-2013)

1. Continue to refine City Leasing Policies
2. Continue to understand the budget, include setting fees, and dedication of sales tax
3. Lobby for restroom access on Fish Dock Road
4. Lobby Council for funds to pave Freight Dock Road
5. Lobby Council for funds to create a port marketing plan
6. Encourage mitigation of derelict vessels

Long term 5 or more years (2014-??)

1. Build a new harbormaster office
2. Encourage the City Council to create a task force to research the formation of a port authority
3. Encourage City Council to sell city property on Spit
4. Encourage the City to lobby ACOE and the state to address erosion control on the Spit, both on the west side and the harbor side

5. Long range harbor planning, east harbor expansion
Action Plan – Who does what, and when?

Staff

- Harbormaster to address water on floats
- Harbormaster to provide an update on progress on mitigation of derelict vessels – fall 09
- Over slope – communicate progress of the ordinance through the PC and CC
- Provide information about the budget process, when requested by the Commission
- Inform the Commission of City Council actions and discussion of Harbor issues

Commission

- Attend City Council meetings as assigned
- Attend work sessions and training opportunities
- Come prepared to make a motion for action at meetings, or ask staff before the meeting for more information
- Request a City Council member attend Port and Harbor meetings
- Ask questions about the budget process. Request information from the Harbormaster.

Clerks

- Conduct a work session on effective meetings including Robert's Rules
- Help the Commission learn to be more efficient, and more effective
- Help the Commission learn to better communicate with the City Council (Memorandums vs Resolutions and Ordinances)

**Port & Harbor 2011 - 2012 Strategic Plan
WORKSHEET**

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Mission Statement:

It shall be the duty of the Commission to act in an advisory capacity to the City Manager and the City Council on the problems and development of the City Port and Harbor facilities. Consideration may include the physical facilities, possible future development and recommendations on land use within the Port and Harbor areas.

Strategic goals:

What is the focus of the Commission's efforts in the next 3-5 years?

- Any recommendation the Commission may have regarding the operation and maintenance of the facilities is to be directed to the City Manager, not a Port or Harbor employee. The City Manager will study the recommendation and refer it to the Council, or the recommendations of the Commission concerning policy issues shall be sent directly to the Council upon the request of the Commission.
- This is when you list the projects and goals that you feel the Commission should focus on whether it is a few large goals or many small tasks. Some suggestions could be as large as getting a new Harbormasters Office, paving all parking areas, getting sidewalks or paved walkways installed; lighted or designated pedestrian crossings; uniform design criteria for enhanced aesthetics of businesses, learning the PH Budget, reviewing the Commission By Laws and updating on yearly basis are a few examples.

Strategic Objectives:

Must be achievable results – an action statement.
Must be measurable in a 1-2 year timeframe.

What results does the Commission want from each of the goals listed.

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Action Plans:

Who will do what, when, and how? Should it be undertaken by the whole Commission or should a Committee be appointed or assigned? What time period should be given to obtain the stated goal? Establish available funding or needed funding amounts to accomplish the goal.

Actions of the Commission

Shared Commission/staff actions – direct staff on what the Commission would like to do such as research information relating to the Port & Harbor in relation to the agreed goals listed above.

**HARBORMASTER'S OFFICE
MONTHLY STATISTICAL AND PERFORMANCE REPORT**

Month: December 2010

SECTION I - FACILITY UTILIZATION

Vessel charges Grid tide per month

	<u>Month: December</u>	
	<u>2010</u>	<u>2009</u>
Wood	2	16
Steel	3	2
<u>Moorage Sales</u>		
	<u>Month: December</u>	
	<u>2010</u>	<u>2009</u>
Daily		
Transient	3	3
Monthly		
Transient	7	11
Semi- Annual		
Transient	0	0
Annual Transient	4	2
Annual Reserved*	21	
Total Annual	25	2

SECTION IV VESSEL RESERVED

STALL WAIT LISTS (# ON LIST)

Stall Size	Total as of month end:	
	<u>2010</u>	<u>December 2009</u>
18'	1	1
20'	0	2
24'	10	21
32'	27	27
40'	28	34
50'	13	18
75'	6	7
Total	85	110

SECTION V - DOCK, ICE & CRANE SERVICES

Docks/Com'l Barge Ramp (Unit = #days vessel on)

Partial day = Full day count

	<u>Month: December</u>	
	<u>2010</u>	<u>2009</u>
DWD	5	5
Pioneer Dock/(Main Dock)	5	7
Barge Ramp/Beach	7	1

SECTION II - SERVICE

	<u>Month: December</u>	
	<u>2010</u>	<u>2009</u>
Boats Towed	1	0
Boats Moved	2	5
Boats Pumped	1	5

Ice Sales (Tons - Add week ending figures for the month)

	<u>Month: December</u>	
	<u>2010</u>	<u>2009</u>
*shut down for maintenance	*	*

Based on accumulative figures, 2010 YTD/Dec Ice sales are 49 tons less than 2009 YTD Dec Ice Sales

SECTION III - INCIDENTS

	<u>Month: December</u>	
	<u>2010</u>	<u>2009</u>
HPD Assist	1	0
Fires Reported	0	1
EMT Assists	0	0
Public Assists	8	1
Property Damage	1	1
Thefts Reported	0	2
Citations Issued by		
Harbor Officers	0	0
Oil Spills	1	0
Equipment Impounds	0	0
Vessel Impounds	0	0
Vessel Accidents Reported	0	0
Vessel Near Sinkings	0	0
Vessels Sunk	0	0

December 2010 YTD/December 2009 YTD

4385 4434

Crane Hours (Billed or Metered)

	<u>Month: December</u>	
	<u>2010</u>	<u>2009</u>
	41.3	60.0

***TOTAL 2010 YTD ANNUAL RESERVED STALL TENANTS: 769**

Date From	Date To	Crane Hours (Weekly)	Crane YTD	Tons of Ice (Weekly)	YTD Ice
1/3/2011	1/9/2011	0	0	0 shut down for maintenance	
1/10/2011	1/16/2011	6.7	6.7	0 shut down for maintenance	
1/17/2011	1/23/2011	23.5	30.2	0 shut down for maintenance	
1/24/2011	1/30/2011			0 shut down for maintenance	
1/31/2011	2/6/2011			0 shut down for maintenance	
2/7/2011	2/13/2011			0 shut down for maintenance	
2/14/2011	2/20/2011			0 shut down for maintenance	
2/21/2011	2/27/2011			0 shut down for maintenance	
2/28/2011	3/6/2011				0
3/7/2011	3/13/2011				0
3/14/2011	3/20/2011				
3/21/2011	3/27/2011				
3/28/2011	4/3/2011				
4/4/2011	4/10/2011				
4/11/2011	4/17/2011				
4/18/2011	4/24/2011				
4/25/2011	5/1/2011				
5/2/2011	5/8/2011				
5/9/2011	5/15/2011				
5/16/2011	5/22/2011				
5/23/2011	5/29/2011				
5/30/2011	6/5/2011				
6/6/2011	6/12/2011				
6/13/2011	6/19/2011				
6/20/2011	6/26/2011				
6/27/2011	7/3/2011				
7/4/2011	7/10/2011				
7/11/2011	7/17/2011				
7/18/2011	7/24/2011				
7/25/2011	7/31/2011				
8/1/2011	8/7/2011				
8/8/2011	8/14/2011				
8/15/2011	8/21/2011				
8/22/2011	8/28/2011				
8/29/2011	9/4/2011				
9/5/2011	9/11/2011				
9/12/2011	9/18/2011				
9/19/2011	9/25/2011				
9/26/2011	10/2/2011				
10/3/2011	10/9/2011				
10/10/2011	10/16/2011				
10/17/2011	10/23/2011				
10/24/2011	10/30/2011				
10/31/2011	11/6/2011				
11/7/2011	11/13/2011				
11/14/2011	11/20/2011				
11/21/2011	11/27/2011				
11/28/2011	12/4/2011			shut down for maintenance	
12/5/2011	12/11/2011			shut down for maintenance	
12/12/2011	12/18/2011			shut down for maintenance	
12/19/2011	12/25/2011			shut down for maintenance	

12/26/2011	1/1/2012		shut down for maintenance	
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Homer Spit Lease Expiration Calendar

updated 1/6/11

Lease Expires	Leaseholder	Details	Action
7/31/2010	Fish Factory	6 mos. Lease Expires	Paying month-to-month til completion of construction brings Lot 12A up to code for lease amendment to include 12B strip
8/14/2010	Alaska Custom Seafoods	lease expires; no options remain	Lease negotiations currently in progress with Alaska Custom Seafoods
9/23/2010	Peninsula Scrap	9 mo. lease expires	scrap meter stored on chip pad
9/30/2010	Snug Harbor	lease expires	Lease negotiations currently in progress with Snug Harbor Seafoods
5/18/2011	Bruin Bay, LLC	lease expires	
9/10/2011	Homer Spit Campground	lease expires; no options remain	Requested new lease 9/9/10
12/9/2011	Pier One	lease expires	term-5 years; \$1/yr
4/15/2012	Dockside Two	lease expires; no options remain	
3/31/2013	Sportsman Supply	lease expires; one 5 yr option	
3/31/2013	AK High Hopes-Bob's Trophy Charters	lease expires; one 5 yr option	
11/1/2013	Southcentral Radar	lease expires; two 5 yr options	
11/30/2013	Harbor Ent. Coal Pt.	lease expires; one 5 yr option	
3/3/2014	ACS MACTel cellular	lease expires; no options remain	\$12/yr
7/31/2014	Kachemak Port Services	lease expires; two 1 yr options	
12/31/2014	Happy Face Restaurant	lease expires; no options remain	
11/30/2015	Mike Yourkowski	lease expires; one 10 yr option	
2/1/2016	El Pescador	lease expires; no options remain	
9/30/2016	USCG-Pioneer Dock	lease expires; no options remain	
9/30/2016	USCG-Roanoke Is.	lease expires? Not in file	
12/1/2018	Harbor Ent. 30 acres	lease expires; no options remain	
3/31/2020	Fish Factory	lease expires; two 10 yr options	
9/30/2023	USCG-Lot #20 by PD	lease expires; no options remain	
1/31/2026	Salty Dawg	lease expires; no options remain	
3/31/2028	Harbor Leasing LLC	lease expires; two 5 yr options	
1/13/2029	AK Marine Highway	Land Use Permit-NO LONGER IN AFFECT	Superseded by 2010 Lease Agreement
9/14/2029	Icicle Seafoods	lease expires; no options remain	
11/1/2029	Homer Ent. Sport Shed	lease expires; two 5 year options remain	
5/31/2030	Seldovia Village Tribe	Lease Expires, two 5 year options	
4/30/2060	AK Marine Highway	lease expires	

2011 Homer City Council Meetings
Port & Harbor Advisory Commission Attendance

It is a goal of the Commission to have a member speak regularly to the City Council at council meetings. There is a special place on the council's agenda specifically for this. After the Council approves the consent agenda, there is a spot for visitors, and then agenda item number seven, announcements, reports from Commissions, the Borough, etc. That is when you would jump up and speak. If the mayor moves on to public hearings, you have waited too long! Typically if there is no visitor or special presentation, you would be talking within the first half hour (or less) of the Council meeting. The Regular meeting start time is 6:00 p.m.

Each commissioner is assigned a month and is responsible for attending one of the two council meetings, ***OR finding another commissioner to do it in their place*** if they will not be attending the meeting.

<u>Meeting Date</u>	<u>Commissioner</u>
January 10, 24	<u>ZIMMERMAN</u>
February 14, 28	<u>CARROLL TO BE CONFIRMED</u>
March 14, 28	<u>WEDIN</u>
April 11, 25	<u>HARTLEY</u>
May 9, 23	<u>ULMER</u>
June 13, 27	<u>HOWARD TO BE CONFIRMED</u>
July 25	<u>ZIMMERMAN</u>
August 8, 22	<u>ULMER</u>
September 12, 26	<u>SEPTEMBER</u>
October 10, 24	<u>WEDIN</u>
November 28	<u>HOTTMANN</u>
December 12	<u>HOTTMANN</u>

Budget is given to department heads in July, August to return to city manager for first presentation to council on September.

Budget related council meetings, check schedule at that time: October, November, December

The regular December meeting is when the Budget is finally approved by City Council.

Any Special Meetings are usually schedule the first Monday of the month.



Office of the Mayor
James C. Hornaday

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

Phone 907-235-8121 x2229
Fax 907-235-3143

January 12, 2011

Bob Howard
629 Rangeview Ave.
Homer, AK 99603

Dear Bob,

Congratulations! Council confirmed/approved your appointment to the Port and Harbor Advisory Commission during their Regular Meeting of January 10, 2011, via Memorandum 11-002.

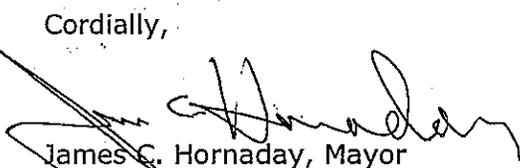
Included is the 2010 Public Official Conflict of Interest Disclosure Statement. Please complete this document and return to the Clerk's office. This form will be retained in the Clerk's office. It is a public document and may be requested by any member of the public. In the event the Public Official Conflict of Interest Disclosure Statement is requested by a member of the public, you will be notified of the requestor's name.

Also included is the Code of Ethics as outlined in Homer City Code 1.18. This provides important guidelines in your role as a commissioner as to conduct and conflicts of interest.

Thank you for your willingness to serve the City of Homer on the Port and Harbor Advisory Commission. There certainly are exciting times ahead.

Your term will expire February 1, 2013.

Cordially,


James C. Hornaday, Mayor

Enc: Memorandum 11-002
Certificate of Appointment
HCC-1.18 Conflicts of Interest, Partiality & Code of Ethics
2010 Public Official Conflict of Interest Disclosure Statement

Cc: Port and Harbor Advisory Commission

Bob: Thanks for serving!



City of Homer

Homer, Alaska

Mayor's Certificate of Appointment

Greetings

Be It Known That

Bob Howard

Has been appointed to

serve as

“Commissioner”

on the

“Port and Harbor Advisory Commission”

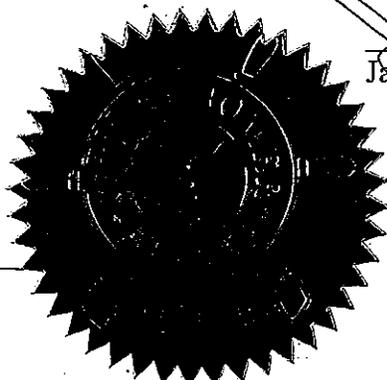
This appointment is made because of your dedication to the cause of good government, your contributions to your community and your willingness to serve your fellow man.

*In Witness whereof I hereunto set my hand
this 12th day of January, 2011*

James C. Hornaday
James C. Hornaday, Mayor

Attest:

J. Johnson
Jo Johnson, CMC, City Clerk





Office of the Mayor

James C. Hornaday

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

Phone 907-235-8121 x2229
Fax 907-235-3143

MEMORANDUM 11-002

TO: HOMER CITY COUNCIL

FROM: JAMES C. HORNADAY, MAYOR

DATE: JANUARY 3, 2011

SUBJECT: APPOINTMENT OF BOB HOWARD TO THE PORT AND HARBOR
ADVISORY COMMISSION.

Bob Howard is appointed to the Port and Harbor Advisory Commission to fill the seat vacated by John Velsko. His term will expire February 1, 2013.

RECOMMENDATION:

Confirm the appointment of Bob Howard to the Port and Harbor Advisory Commission.

Fiscal Note: NA

Memorandum

To: Mayor & Council
Thru: Walt Wrede, City Manager *W. Wrede*
From: Terry Felde on behalf of the Lease Committee *T. Felde*
CC: Planning Commission
Port & Harbor Commission
Date: January 5, 2011
Re: **Land Allocation Plan**

At the Lease Committee Meeting held on October 14, 2010, the Committee reviewed a Lease Application from the Kachemak Bay Wooden Boat Society requesting that a 10,000 square foot portion of Lot TR1-A be made available to them for a long term lease. Lot TR1-A is not currently included in the Land Allocation Plan.

The Lease Committee motioned and approved the following recommendations:

The Lease Committee recommends the Land Allocation Committee consider the proposal from Kachemak Bay Wooden Boat Society during the Land Allocation Meeting early in 2011.

The Lease Committee further recommends that if Council agrees to make the land available to Kachemak Bay Wooden Boat Society that it should be advertised in a Request for Proposals in keeping with Chapter 4 of the City Lease Policy.

Enclosures: Kachemak Bay Wooden Boat Society Lease Application



Agenda Item – 11

Informational Items

- A. Harbormaster's Monthly Statistical Report for December 2010
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report
- E. Pioneer Dock Ferry Landings Report