



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4350 Homer Spit Road
Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

Memorandum 13-089

TO: HOMER CITY COUNCIL
THROUGH: WALT WREDE, CITY MANAGER
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER 
DATE: JUNE 7, 2013
SUBJECT: LOT TR. 1-A ZONING, AKA "THE PIER ONE LOT"

In regards to Lot TR. 1-A, you know you've been around for a while when you can say "I remember when most of the land on this lot was a tidal lagoon. We used to float boats into the lagoon on extreme tides so that we could do bottom work." The lot in question was created during the 1986 Harbor Basin Expansion along with the 30 Acres on the Deep Water Dock-side of the harbor facility. The dredge materials created from the expansion was used to fill in the lagoon and turn it into usable land.

Item 5 of the June 10th City Manager's report shows the finances on how the Port and Harbor Enterprise acquired the lot. I appreciate all the work the City Manager and Planning Department has done on researching this background information; it gives us the financial side of the story, yet not much as to the initial intent of the purchase. For that we need to talk to the people who served on the Council and Port and Harbor Commission at that time and read the minutes of the meetings leading up to the decision to spend Enterprise dollars on this acquisition. Although I wasn't paying very close attention to the Enterprise's finances at that time in 1986, mostly because I was busy turning fish into dollars for my family, I understand from talking to those who did serve in leadership roles that the Enterprise was very interested in that land for future expansion/growth options for the Port and Harbor. It was that vision that led us to the purchase of the land we are all now discussing.

The Homer Spit is simply a giant gravel bar that extends out into the bay giving us access to deep water from shore. The distal end of the Spit where the port and harbor lives has, in reality, very little growth potential. It is what it is and if we want more space it has to be created by our hand. Most of the Spit is protected from industry due to zoning rules, but the foundation builders of our Enterprise saw to not only acquire the land in question but to set it aside for future growth by zoning it for Marine Industrial use.

As I see it, the Port and Harbor Enterprise is the City's most valuable asset. Studies have proven that dollars earned in an enterprise such as ours multiply outward exponentially into the nearby communities. That was the justification for building the harbor in the first place, and it will also prove as the justification for any and all expansion projects in the future. It is this proven economic reality that brings me to the main point of this discussion: the current use of Lot TR. 1-A is realistically only a temporary place holder. I said this many times during the Homer Spit Comprehensive Plan process. Don't mistake the apparent lack of industry interest in this lot as a sign that there is no interest in it for future marine industrial use.

I look forward to having this discussion in the future if Council chooses to go further with the concept of subdividing lot TR.1-A



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February 16, 2012

Re: Homer Barge Mooring Facility and Haul-Out Proposal

To Whom It May Concern:

The City of Homer Port and Harbor is requesting input on the feasibility of a proposed harbor facility improvement from individuals and companies that are involved in the tug/barge business in Alaska.

The Port and Harbor is proposing to construct a barge mooring facility on the east side of the Homer Spit (see attached diagram). Conceptually, this would consist of a row of driven pilings set out perpendicular to the beach, deadman bollards on the beach above the high tideline, and a stern anchor/mooring buoy seaward of the pile. Use of this facility will require prior approval of landing, a signed moorage agreement (required annually), and a Beach Use Agreement. Charges will include a beach landing fee (\$1.50/ft overall length applied once for length of stay) and moorage applied at the same Terminal Tariff rate as our harbor facility (see attached moorage rate form).

A haul-out and beach access ramp would be located in the southeast corner of the beach next to the truck bypass road. This ramp could be used in combination with a cylindrical bag system (owner provided) for vessel haul out. Limited hull maintenance, repairs, and inspections in the uplands campground would be allowed during the winter season, October 1st through April 1st. There would be no long-term vessel storage allowed on Homer's uplands and a detailed scope of work plan would have to be submitted in writing to the Harbormaster for approval prior to the vessel being hauled out. A Beach Use Agreement will also be required. The charge for the use of this facility will include a beach landing fee (\$1.50/ft overall length) and a land storage fee based on the total square footage of the project site (\$0.17/sq ft/month).

The Port and Harbor would greatly appreciate and value your input in writing, if possible, by March 31, 2012. This is an informal process requiring no guarantees or binding commitments from your company. It is our intention that if this project proves feasible and gains support from its potential users, that we will prioritize this project for our 2012 building season.

Please call me with any questions. Thank you for your time.

Sincerely,

Bryan Hawkins, Port Director/Harbormaster

Attached: Moorage Agreement
Beach Use Agreement
Moorage Rates
Terminal Tariff Rule 34.22 Uplands Storage
Barge Mooring Facility Diagram

STATE OF ALASKA

DEPARTMENT OF FISH AND GAME

Division of Habitat

SEAN PARNELL, GOVERNOR

514 Funny River Road
Soldotna, Alaska 99669
Phone: (907) 714-2475
FAX: (907) 260-5992

FISH HABITAT PERMIT FH 12-V-0071-SA

ISSUED: February 13, 2012
EXPIRES: December 31, 2012

City of Homer Port and Harbor
Bryan Hawkins
4350 Homer Spit Road
Homer, AK 99603

RECEIVED

FEB 17 2012 ✓

Dear Mr. Hawkins:

PORT & HARBOR

RE: **Gravel Ramp**

Kachemak Bay Critical Habitat Area
Section 35, T 06S, R 13W, S. M.

Kenai Peninsula Borough Parcel Numbers: 181-031-17
River Center Tracking No. 9007

Pursuant to 5 AAC 95, the Alaska Department of Fish and Game (ADF&G), Division of Habitat has reviewed your proposal to construct a gravel ramp on the beach landing site west of the Homer Harbor. This project will create a safe moorage facility for barges on the northeast side of the Homer Spit and create an access point to Kachemak Bay for large vessel/barge haul out.

Project Description

Approximately 300 cubic yards of dredged materials will be used for the construction of the gravel ramp. Three deadman bollards located above the high tideline will be spaced 50 feet apart and a row of pilings perpendicular to the beach beginning at the zero tide will extend 200 feet into Kachemak Bay. Equipment used will include a dozer, loader, and crane which will gain access from the campground area. The crane barge will gain access from Kachemak Bay. A crane will be floated in over the site and pilings driven according to the engineer's design. The stern anchor system will be set out from the barge via crane. Deadman bollards will be driven into place using a land based crane with a pile driving attachment. An access ramp will be formed using a dozer and front-end loader. The existing beach grass will be transplanted to either side of the ramp location to aid with beach stabilization. No dredging will be necessary for this improvement.

The construction schedule during fall months avoids summer tourism and recreation activities, the possible presence of juvenile salmon and herring in the near shore areas, and most of the

commercial, recreational, and subsistence fishing activities. The in-water construction work should take about two weeks. The area will be monitored for wildlife during pile-driving and would be halted if a sea otter or other marine mammal approached the vicinity.

The KBCHA was established by the Alaska legislature in 1974 through the enactment of AS 16.20.590 to “...protect and preserve habitat areas especially crucial to the perpetuation of fish and wildlife, and to restrict all other uses not compatible with that primary purpose.” (AS 16.20.500). The Kachemak Bay and Fox River Flats Critical Habitat Areas Management Plan (Management Plan) was adopted by the ADF&G in 1993. Activities that occur within the KBCHA must meet the goals and policies of the Management Plan, which have been adopted into regulation and are binding on department actions, including the issuance of Special Area Permits. The management plan provides that KBCHA be managed to maintain and enhance public use of fish, wildlife and critical habitat area lands and water. The proposed project is not expected to adversely impact habitat values or fish and wildlife populations provided the stipulations cited below are followed.

In accordance with 5 AAC 9, project approval is given subject to the project description above, and the following additional terms of this permit:

1. Division of Habitat shall be contacted at (907) 714-2475 three days prior to project initiation and again at project completion.
2. All in water pile driving shall occur after October 1 unless otherwise authorized in writing by the Alaska Department of Fish and Game, Habitat Division.
3. No materials or debris shall be discarded or abandoned in intertidal area or the waters of KBCHA. Any debris inadvertently placed in intertidal areas shall be removed immediately.
4. All activities shall be conducted so as to prevent the introduction of petroleum products and hazardous substances into the waters of KBCHA. This includes ensuring that all equipment is clean and free of contamination and that material such as absorbent pads and booms will be readily available on-site.
5. No material shall be excavated from below the mean high tide line.

You are responsible for the actions of contractors, agents, or other persons who perform work to accomplish the approved project. For any activity that significantly deviates from the approved plan, you shall notify the Division of Habitat and obtain written approval in the form of a permit amendment before beginning the activity. Any action that increases the project's overall scope or that negates, alters, or minimizes the intent or effectiveness of any stipulation contained in this permit will be deemed a significant deviation from the approved plan. The final determination as to the significance of any deviation and the need for a permit amendment is the responsibility of the Division of Habitat. Therefore, it is recommended you consult the Division of Habitat immediately when a deviation from the approved plan is being considered.

For the purpose of inspecting or monitoring compliance with any condition of this permit, you shall give an authorized representative of the state free and unobstructed access, at safe and reasonable times, to the project site. You shall furnish whatever assistance and information as the authorized representative reasonably requires for monitoring and inspection purposes.

This letter constitutes a permit issued under the authority of AS 16.05.871 and must be retained on site during project activities. Please be advised that this determination applies only to activities regulated by the Division of Habitat; other agencies also may have jurisdiction under their respective authorities. This determination does not relieve you of your responsibility to secure other permits; state, federal, or local. You are still required to comply with all other applicable laws.

In addition to the penalties provided by law, this permit may be terminated or revoked for failure to comply with its provisions or failure to comply with applicable statutes and regulations. The department reserves the right to require mitigation measures to correct disruption to fish and game created by the project and which was a direct result of the failure to comply with this permit or any applicable law.

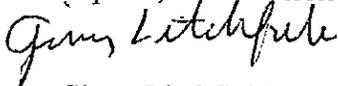
You shall indemnify, save harmless, and defend the department, its agents, and its employees from any and all claims, actions, or liabilities for injuries or damages sustained by any person or property arising directly or indirectly from permitted activities or your performance under this permit. However, this provision has no effect if, and only if, the sole proximate cause of the injury is the department's negligence.

This permit decision may be appealed in accordance with the provisions of AS 44.62.330-630.

Any questions or concerns about this permit may be directed to Patti Berkhahn at (907-714-2476) or email patricia.berkhahn@alaska.gov

Sincerely,

Cora Campbell, Commissioner



By: Ginny Litchfield
Kenai Peninsula Area Manager
ADF&G, Division of Habitat

cc: KRC File

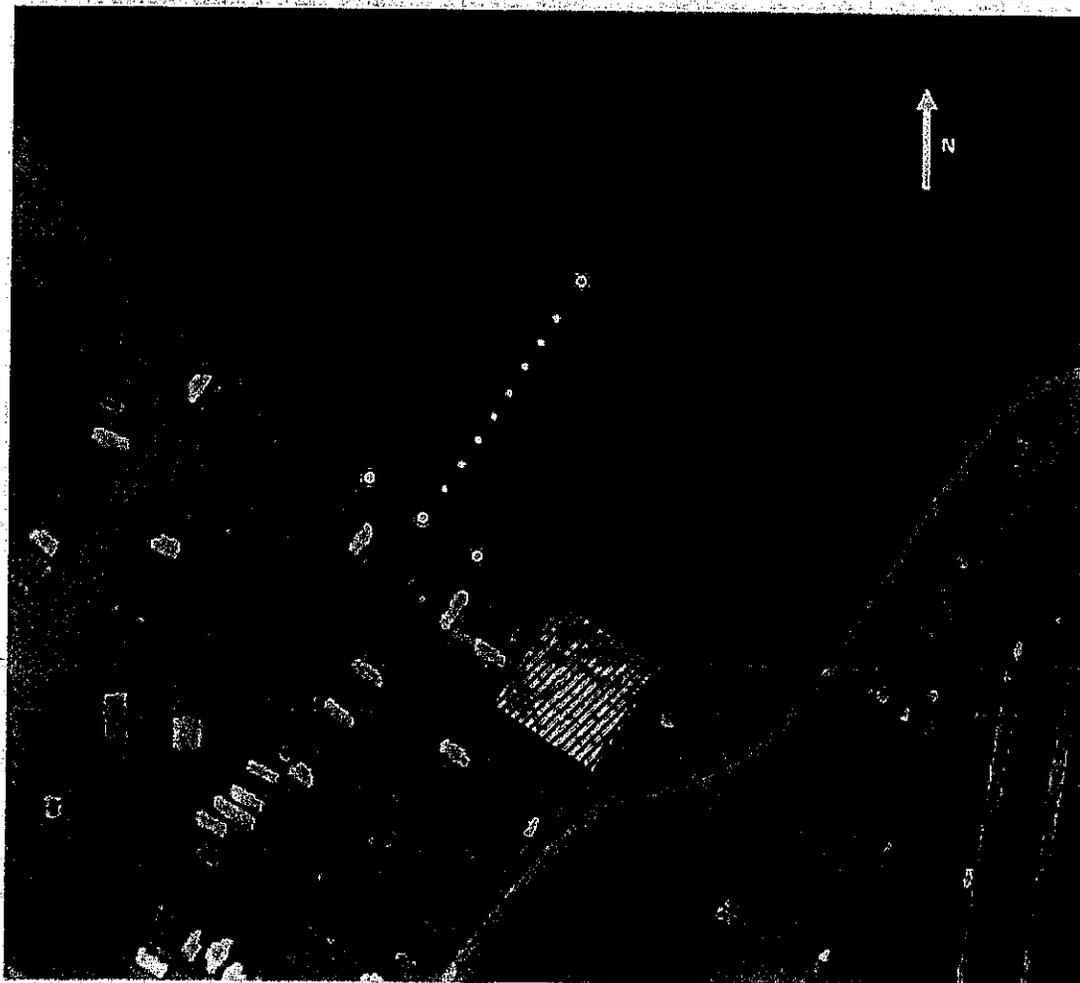
By email only:

AWT Homer
ADF&G Homer, Anch.

COE -- KFO

Barge Moorage Facility Conceptual Design for Proposal

- ⊙ Deadman Bollards
- Pilings—spaced approximately 25 feet apart, 200 feet overall
- ⊙ Stern Anchor & Mooring Buoy
-  Beach Access Ramp—100 foot wide gravel ramp. Barges can access uplands for maintenance and repairs.



COOK INLET MARINE, LLC

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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

Rachel Tussey

From: Michael.Demaray@crowley.com [mailto:Michael.Demaray@crowley.com]

Sent: Friday, March 23, 2012 10:56 AM

To: Department Port and Harbor

Subject: Homer Barge Mooring Facility and Haul out Proposal

Good morning,

This facility that would be available to commerce to use the air bags for dragging out boats and barges would be a good thing. But you wouldn't be able to have permanent deadmen bollards across the beach access because that is where the air bags would have to roll up. The pilings are a great idea so you can lay the airbags out at low tide and then bring the vessels in to go dry on top of the bags making the start of pulling the vessels pretty easy. An idea for a deadman would be to have it just buried in the ground with only cable sticking out above ground or placing the bollards a couple of hundred feet inland on the beach and running cables from them. Once the vessels are on the bags, they can be turned and directed away from the bollards or deadmen.

Mike Demaray
Manager, Engineering
Crowley Marine Services
907-777-5567

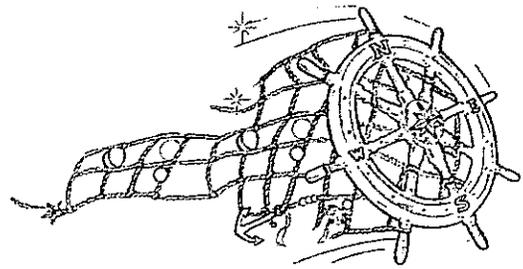
From: Michael Terminel [<mailto:michael.terminel@chouest.com>]
Sent: Sunday, April 15, 2012 10:17 PM
To: Rachel Tussey
Subject: Re: Barge Mooring Facility

Rachel,

I have looked at the drawing and spoke with the Harbor Master as well last week. I believe that your intentions have merit. We have a serious inadequate infrastructure in our ports and harbors in Alaska, Last week i also testified at the Ocean Policy hearing with Sen. Begich and RAdm Ostebo to this very fact. It is in my best judgement that this is a step in the right direction. I would be happy to come to a Council Meeting and give testimony, We "our company" bring a lot of economic value to the community of Homer, we are consumers of hotels , groceries, supplies and the list goes on. Any infrastructure upgrades will be utilized 110%.

--

Michael Terminel
Edison Chouest Offshore
michael.terminel@chouest.com
863-414-3127 cell
907-360-2145 office



Alaskan Dream Ventures

Bryan Hawkins
Homer Port Director/Harbor Master
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Homer, Alaska 99603-8005

Date 10/19/12

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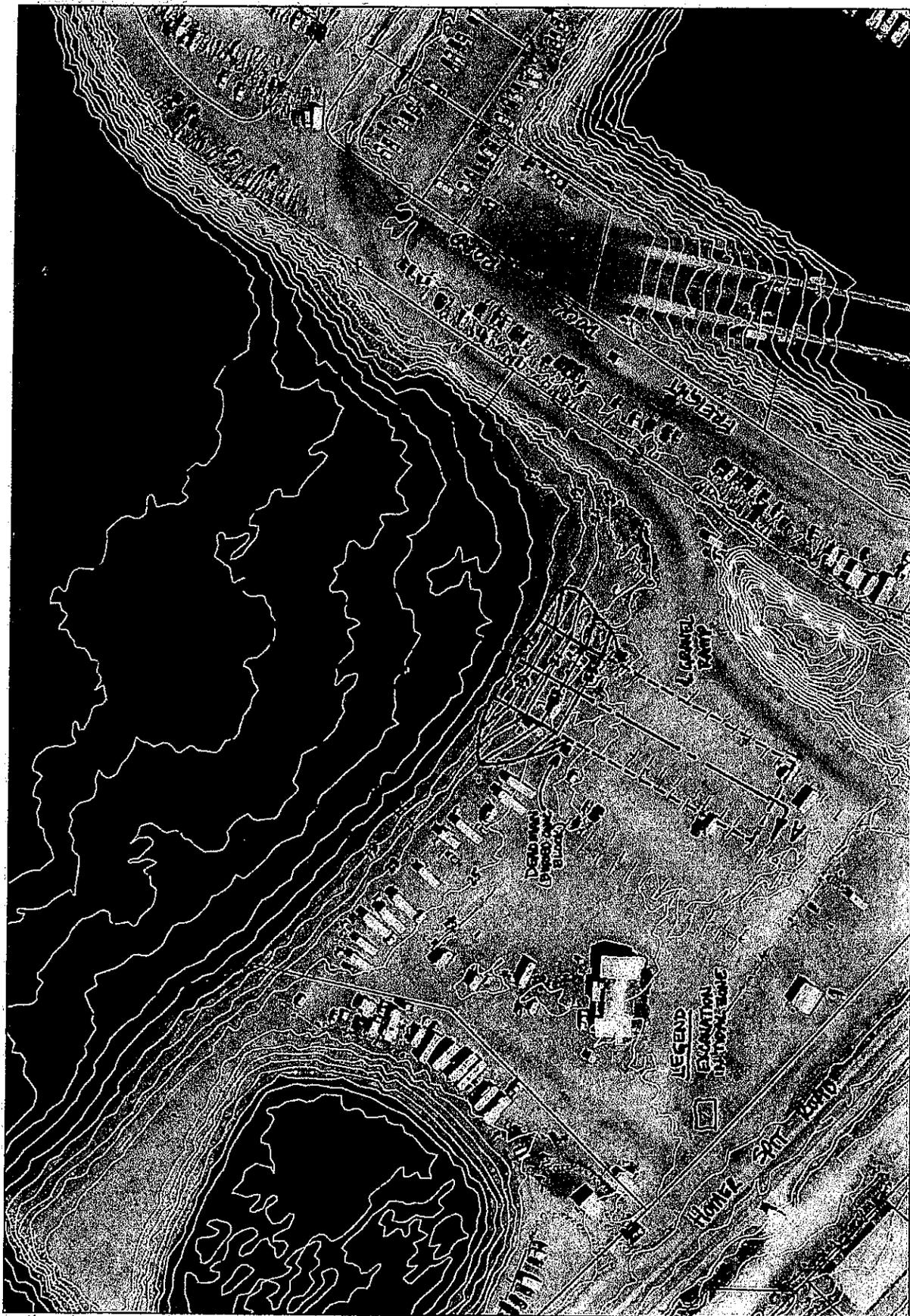
Dear Bryan,

In reference to our conversation regarding a possible haul-out and beach access ramp here on the spit it would be a wonderful addition to the port facilities. At present we have two options for haul out work on our vessels, either Seward or Anchorage. To be able to haul out here in our home port of Homer would not only be an economic advantage but a logistic one as well.

If we at Alaskan Dream Ventures can be of any service to you as this idea goes forward please contact us.

Sincerely yours,

Robert Hulse



1 inch = 100 feet

Walt, Rob, Bryan,

I wonder if placing more dolphins parallel to the back side of the harbor would work as a place to park barges. With a little work, the existing ramp could be used to haul the barges out for on-shore work.

I am a little concerned about potential contaminants from barge work, sand blasting, etc. on a campground.

Thanks,

Out of state so Dave
can't attend
the Planning meeting.