

PORT AND HARBOR ADVISORY COMMISSION

Regular Meeting



Cook Inlet Marine's Barge Lash 200 being hauled out onto the beach using massive inflatable bags, March 5, 2012



Wednesday,
March 28, 2012
5:00 P.M.
City Hall Cowles
Council
Chambers

491 E. Pioneer Ave.
Homer, AK 99603



**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. February 22, 2012 Regular Meeting Minutes **Page 1**
- 6. VISITORS**
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**
 - A. Port and Harbor Director's Report for March 2011 **Page 7**
- 8. PUBLIC HEARING**
 - A. Application for a Conditional Use Permit at 4744 Homer Spit Road **Page 9**
- 9. PENDING BUSINESS**
- 10. NEW BUSINESS**
 - A. Memo to Port and Harbor Commission from Community and Economic Development Coordinator Re: Harbor Improvement Projects: Need for the Projects & Consequences of Not Going Through with Proposed Projects dated March 16, 2012 **Page 47**
 - B. Harbor Improvement Committee's Tariff Rate Increase Recommendations **Page 49**
- 11. INFORMATIONAL ITEMS**
 - A. Monthly Statistical & Performance Report **Page 75**
 - B. Weekly Crane and Ice Report **Page 77**
 - C. Deep Water Dock Report **Page 79**
 - D. Pioneer Dock Report & Ferry Landings Report **Page 81**
 - E. Commissioner Attendance Schedule for City Council Meetings 2012 **Page 83**
- 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, APRIL 25, 2012 at 5:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska.**

Session 12-02 a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:00 p.m. on February 22, 2012 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS CARROLL, HARTLEY, HOTTMAN, HOWARD, ULMER, WEDIN, ZIMMERMAN

STAFF: PORT AND HARBOR DIRECTOR HAWKINS
DEPUTY CITY CLERK JACOBSEN
CITY MANAGER WREDE

AGENDA APPROVAL

The agenda was approved by consensus of the Commission.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

None

RECONSIDERATION

There was no reconsideration scheduled.

APPROVAL OF MINUTES

A. January 25, 2012 Regular Meeting Minutes

The minutes were approved as presented by consensus of the Commission.

VISITORS

No visitors scheduled

STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

A. Port and Harbor Director's Report for February 2012

Harbormaster Hawkins reviewed his staff report.

1. Administration

Staff met with:

- R&M Consultants -Deep Water Dock Fender Replacement Engineering in Anchorage
- PND Engineers - Deep Water Dock Fending Repairs & Other Harbor Projects in Anchorage
- Corps of Engineers -East Harbor Expansion Final Report & Dredging Plan in Anchorage
- Cook Inlet Risk Assessment - Teleconference Meeting
- Alaska Clean Harbors - Teleconference Regarding Seward's Clean Harbor Application Review
- Happy Face Building Walk-Thru with City Manager, Public Works Director, Steiner's Northstar Construction, Harbor Staff, & Realtors
- Harbor Improvements Committee

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
FEBRUARY 22, 2011

- City Manager - Parking, Uplands leases, East Harbor Expansion, Corps Anchorage Meetings, & Project Manager
- Kim Nielsen, R&M Consultants - Deep Water Dock Project Survey
- Chip Cortwright, PND Engineers - Harbor Improvements, Deep water Dock, & Pioneer Dock Project Surveys
- Ron Phillips, FEMA - SOA Disaster Funding
- Staff Meeting
- El Pescadores Building Walk-Thru with City Manager, Public Works Director, Steiner's Northstar Construction, Harbor Staff, & Realtors
- Ginny Litchfield, ADF&G - Kachemak Bay Critical Habitat Area Permit for Barge Mooring Facility
- Jose Ramos - Harbor Land Lease
- ATS Alaska, Puffin Electric, Ice Plant & Harbor Staff, & IT - Crane Card Reader Meeting
- FEMA Disaster Aid Kick-off Meeting
- City Manager & Staff - Cruise Ship Dock 2012 Shuttle Service
- Brent Nichols, State Mitigation Manager - Meeting & Tour of Harbor, Possible Project Funding

During January and February, Administrative Clerk Dana Harrington completed an Administrative Assistant conference and a two-day Communications seminar in Anchorage, bringing back a wealth of knowledge to the office.

Operations

January and February focused the brunt of winter weather upon the Homer Harbor. A month-long cold spell produced consistent temperatures in the teens, heavy snowfall and significant ice congestion. For a period of three weeks, the channel entrance of the harbor was only navigable for larger commercial vessels, while small vessel traffic was entirely impeded. Operation Staff was tasked with snow removal from the float systems and public service announcements were issued regarding the need to vessel owners to clear snow/ice from vessels.

- Operations staff and maintenance staff worked together to clear ice from finger floats and pile hoops in order to prevent them from hanging up or submerging.
- The M/V Discovery continues weekly landings on the D/W/D.
- There are currently 60 vessels utilizing the Winter Metered Power program.
- Staff successfully prevented three, 30 foot vessels from sinking due to heavy ice/snow loads by installing emergency dewatering pumps.
- A Harbor Officer applied oxygen to a patient suffering from heart conditions at the AMHS ferry terminal.
- Operations staff provided the labor in the remodeling of the Harbormaster Office's conference room.
- Harbor officer Elton Anderson is currently training in the India Tango Marine firefighting course at the Freemont Maritime Academy in Seattle, Washington.

Ice Plant

The Ice Men are in full preparation mode as they gear up for the upcoming season. A few compressors rebuilt, the bait room cleaned and ready for service, ice room prepped with new marks and floor lines, and the machine room redone and sparkling, the Ice Plant will be making ice soon and ready for the halibut opener mid March.

- The Crane 7 Refurbishment project is still in the process of getting up and running.
- A project that slated to begin soon, replacing the zincs and repair/rebuild the drain system on the dock. This will start in the spring once zincs are ordered and progress throughout the summer season.

Port Maintenance

In addition to routine maintenance tasks around the Port, we have been busy with snow removal, especially the week of January 30. The increased snow fall has led to a number of equipment failures on snow blowers, the Sweepster, and the snow plow frame on Truck 426. All were repaired and returned to service in a timely manner. We're also glad to do our part to facilitate the increased dock and barge ramp traffic by sanding/plowing/ice removal.

- Maintenance assisted Harbor Officers in the dewatering of a 30 foot vessel to prevent it from sinking. It was a good collaboration of Team Port!

B. Lease Committee

Commissioner Zimmerman reported that the Lease Committee met last week to discuss a lease for Dockside II. The proposal was incomplete and the applicant didn't show up so it got put aside and the property might go out for RFP. The four leases that have been approved for signing by City haven't been completed for various reasons and Administration is working to get them done.

PUBLIC HEARING

None

PENDING BUSINESS

- A. Memorandum to the Port and Harbor Commission fro Port Director Re: Parking Results & Review of 2011 Season
- a.) Memorandum from Deputy City Clerk Re: Correction of Notice for Parking Results & Review of the 2011 Season and Adoption of the Motion Regarding Monthly Parking Fees

HOWARD/WEDIN MOVED TO APPROVE THIS MEMORANDUM TO RESOLVE IMPROPER MEETING NOTICE AND THEREBY ADOPT THE MOTION RECOMMENDING STAFF MOVE FORWARD ON THE MONTHLY PARKING FEES.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

A. Harbor Improvement Cost Estimate Summary

Barbara Howard, Chair of the Port and Harbor Improvement Committee reviewed her power point presentation that was also included in the meeting packet. The presentation included information regarding:

- A brief history of the Committees work to date.
- Engineer's Estimated Project Costs for the five projects is \$12,468,000
- Alternatives for the harbor office building, including availability of two properties available for sale.
- Availability of matching funds.

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
FEBRUARY 22, 2011

- Total cost bond funds needed is approximately \$6,830,000.
- Percentage of user fee increases to support bonding and options for implementation.

Commissioner Hartley commented regarding how valuable the port is to Homer and asked what the total value of the facility is. City Manager Wrede responded the total assets are \$43 million based on the 2010 auditor's report.

Commissioner Wedin expressed concern about the reserve fund and thought a 3% fee increase was put in to place for the purpose of increasing the reserves. It was explained that the fee increase did not happen this year but that budget cuts were made in other areas to increase funding to the reserves. He appreciated tonight's report and the comparison information of other harbors; it seems to him that users could stand to pay a little more. He has a better understanding of the process.

HOWARD/HARTLEY MOVED THAT THE COMMISSION RECOMMEND TO THE COMMITTEE TO PROCEED WITH THE PREPARATION OF THE REVENUE BOND APPLICATION THAT INCLUDES ALL FIVE PROJECTS AND THAT THE APPLICATION IS PREPARED TO REQUEST \$6,000,000 FUNDING.

Commissioner Howard commented that we all recognize there is a lot of work to be done in the harbor and it appears the only practical way to fund the work is with a revenue bond. It would be onerous to pay as we go.

Commissioner Wedin commented that while he isn't opposed to asking users to pay more money he feels that a 13% increase for the bond repayment plus a 3% increase for the reserves will be difficult. He noted the indication of an incremental increase over a few years, but thinks the general user won't understand, and for some the increase will bankrupt them. He expects there will be a lot of public input about it during this process. He suggested if there is a way to make it better for general users early on, like putting a water spigot in near their float or something tangible, it will help with buy in.

Commissioner Zimmerman noted there has been discussion of possible ACOE or state funding for the harbor erosion. Since the harbor significantly benefit the city, maybe the city could fund the harbor office, and then defer the erosion control a little bit, and then we would fall into something we could afford.

Point was raised that charter fishing dollars are taxed at 7.5% on every dollar, there is no cap. Maybe it is another way to fund the harbor office or some of the facilities that payers of sales tax are benefiting from. There was discussion that it could be a possibility, but not something Council has discussed. Discussion ensued regarding the possibility of legislative or grants funding for the harbor office and the updated numbers have been given to Representative Seaton and also working with the lobbyist regarding the statewide general obligation bill being considered for port and harbor projects.

Commissioner Hartley commented in looking at the money we are asking to borrow it's important to remember the relation to the value of the properties we are dealing with and the value it brings in the community every year. It is important to see we are trying to maintain what we have.

VOTE: YES: HOWARD, HOTTMAN, ULMER, WEDIN, HARTLEY, ZIMMERMAN
Motion carried.

B. Land Allocation Plan

The Commission briefly discussed the recommendations from last year and the recommendation the Lease Committee proposed at their last meeting.

HOWARD/WEDIN MOVED TO CONTINUE TO HAVE LOTS 4-12 AND LOTS 19 AND 20 ON NORTHEASTERLY SIDE OF THE HARBOR, MAINTAIN SHORT TERM SMALL KIOSK AREA FOR LEASE, HAVE LOTS 9A AND 10A AVAILABLE FOR LEASE, AND SOLICIT RFP FOR LOTS 88-3.

There was brief discussion.

VOTE: YES: HOTTMAN, ULMER, WEDIN, HARTLEY, ZIMMERMAN, HOWARD

Motion carried.

INFORMATIONAL ITEMS

- A. Monthly Statistical & Performance Report
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report & Ferry Landings Report
- E. Allen Marine Shallow Dry Dock Handout
- F. Historical Photos of Harbormaster's Office from 1984
- G. 2012 Harbor Rates Comparison Spreadsheets
- H. Resolution 12-012 Adopting the Amended Summer Meeting Time
- I. Commissioner Attendance Schedule for City Council Meetings 2012

Harbormaster Hawkins reviewed the information about the Allen Marine floating dry dock. He encouraged the group to take a good look at the harbor rates comparison and let him know if they have any questions.

COMMENTS OF THE AUDIENCE

None

COMMENTS OF CITY STAFF

Harbormaster Hawkins advised that he will be out of the office for two weeks.

COMMENTS OF THE COUNCILMEMBER

None

COMMENTS OF THE CHAIR

Chair Ulmer commended the Port and Harbor Improvement Committee for their work.

COMMENTS OF THE COMMISSION

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
FEBRUARY 22, 2011

Commissioner Hottman echoed Chair Ulmer's thoughts. He wonders if they could put the new harbor office adjacent to the floating dry dock.

Commissioner Hartley thanked the Commission for the progress tonight. There is a long way to go and they will keep working at it.

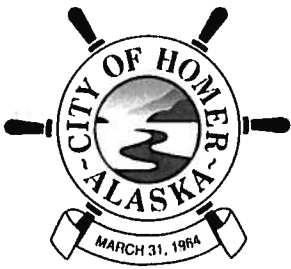
Commissioner Zimmerman commented that at the last Lease Committee meeting someone suggested the Committee may be redundant and unnecessary should be disbanded. It might be on their next agenda and if anyone wants to weigh in about it, they can let him know.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 6:22p.m. The next regular meeting is scheduled for Wednesday, March 28, 2012 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



City of Homer

Port / Harbor

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Homer, Alaska 99603-8005

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

PORT & HARBOR STAFF REPORT

By Bryan Hawkins, Port Director/Harbormaster
Prepared for the March 28, 2012 Port & Harbor Commission Meeting

March 21, 2012

1. Administration

• Staff met with:

- Alaska Clean Harbors – EVOS Grant Money
- Lease Committee – Meeting
- National Pacific Fisheries Association – Harbor 2011 Year-End Presentation
- Harbor Improvements Committee – Meetings
- R & M Consulting and Carey Meyer, Public Works – Teleconference Regarding Deep Water Dock Fender Replacement
- Homer City Council – Harbor 2011 Year-End Presentation
- Harbor Improvement Sub-Committee – Meetings Regarding Bond Funding
- Homer Rotary – Harbor Presentation
- Mike Fisher, Northern Economics – Teleconference Regarding Rate Structures
- Islands & Ocean's Science Collaborative – Meeting

Administrative Secretary Rachel Tussey completed a one-day seminar covering computer design using Adobe Photoshop Monday, March 19.

Stall Wait List renewal letters have been mailed out and are due by May 1st.

2. Operations

Signs of spring have surfaced with rising temperatures and the alleviation of ice congestion in the small boat harbor during the month of March. The Sitka seine fleet has mobilized and departed, the season's first halibut deliveries have been conducted, and recreational and charter vessels returned to the harbor for participation in the Winter King Salmon tournament.

- In the evening of Friday, March 16th, Operation Staff responded to a 911 call involving an intoxicated man who had fallen into the harbor. The patient was successfully retrieved from the water by Tom Hagberg, owner of the F/V Nautilus. Harbor Officers Mark Whaley and Brad Somers treated the man for hypothermia and assisted EMS in transportation to the ambulance.
- Operation and Port Maintenance crews worked together in an emergency dewatering response to successfully prevent a 24' aluminum skiff from sinking. The two crews collaborated in a separate incident by dewatering and raising the S/V Water Rat. The Water Rat was abandoned by its owner, deeded over to the harbormaster, and is now removed from the water and located in the uplands for the purpose of safe keeping and eventual sale by auction.
- The Coast Guard's MSD Kenai conducted an unannounced facility security spot inspection of the Port of Homer on Friday, March 2nd. All facilities were found to be in compliance. There were no deficiencies or infractions cited. MSD Kenai indicated it will be relocating its office to Homer on April 1st, 2012.

- The Pioneer and Deep Water Dock accommodated the following vessels: Pacific Wolf and DBL 54, Tug Vigilant, M/V Discovery, Tug Champion and SeaTac 300, and Maritime Maid.
- Matt Clarke and Chris Dabney received an award at the Islands and Ocean's Visitor Center on behalf of the Port and Harbor for our achievement in the Alaska Clean Harbors certification.

3. Ice Plant

- The Ice Plant started selling Ice March 14th and was open to deliver ice for the weekend halibut opener.
- The Crane 7 Refurbishment project is finally complete. All is up, running, and ready to go.

4. Port Maintenance

- Assisted Operation Staff with one sinking boat and raising one sunken boat.
- Removed a significant amount of snow, prepared parking areas, and sanded the Load and Launch Ramp like crazy for the Winter King Salmon Derby.
- Took advantage of a low-tide series to inspect the grids and maintain the camel fenders on the Pioneer Dock.



City of Homer Planning & Zoning

491 East Pioneer Avenue
Homer, Alaska 99603-7645

Telephone (907) 235-3106
Fax (907) 235-3118
E-mail Planning@ci.homer.ak.us
Web Site www.cityofhomer-ak.gov

MEMORANDUM

TO: Port and Harbor Advisory Commission
THROUGH: Rick Abboud, City Planner
FROM: Julie Engebretsen, Planning Technician
MEETING: March 28, 2012
SUBJECT: Application for a conditional use permit at 4744 Homer Spit Road.

Requested Action: Conduct a public hearing, and make a recommendation to the Homer Advisory Planning Commission.

Introduction

Mr. Brad Faulkner is in the process of leasing city land on the Spit and has applied for a Conditional Use Permit (CUP) for his proposed activities. Part of Mr. Faulkner's proposal is to have land uses that are allowed under the Marine Commercial zoning district. The subject land is Marine Industrial. When an applicant requests land uses that are allowed in a different marine district than their land and city spit lands are involved, the Port and Harbor Commission to conducts a public hearing, and makes a recommendation to the Homer Advisory Planning Commission. (This is the first time this section of code has been used – it has been in place maybe six years.) The Port and Harbor Commission is therefore respectfully requested to hold a hearing, and make comment on the proposed uses as outlined in city code, below.

The CUP process is a formal legal process, involving an individual's property and due process rights. This is called a quasi-judicial decision. Therefore, it is important the Port and Harbor and Planning Commissions do not speak with the applicant, other commissioners, or anyone besides staff, outside of a public meeting. The public has the right to express their views in writing or by testifying at the meeting, and the applicant has the right to know what was said. For this application, Mr. Faulkner as the applicant and Mr. Carroll as a sub-leasee should not be spoken to about this project outside a public meeting, until AFTER the Planning Commission has issued a decision. If you do/did speak with anyone about this application, it is important to declare the conversation, at the meeting. If you have any questions about exparte communications or conflicts of interest, the City Clerk can answer them.

One of the ways staff helps Commissions navigate the public process is by providing a written report. As part of the report, staff provides findings for each item that needs to be covered. The Commission can adopt these findings, or create their own. Additional comments based on city code are welcome as well! The staff findings below are suggestions; you can use them, or make your own. But each item should be addressed in your comments to the Planning Commission.

Introduction

Mr. Faulkner's proposal is to construct a low boardwalk with four small two story buildings. These buildings would be used for a fish brokerage, and some combination of tourist related businesses; restaurant, retail, etc. The upstairs would be used for a caretaker unit for the fish office, and the other three would have nightly rentals. The main house/structure that is on the property now would also have a caretakers' residence, and overnight rentals. Mr. Carroll's fish buying operation, tote storage and equipment would remain part of the use of the lot.

The City and Mr. Faulkner propose to shift the area of the lease. The lease would be shifted 15 feet toward Homer Spit Road, away from the harbor. This would allow the 15 feet adjacent to the harbor to be used for the future Spit Trail extension. Mr. Faulkner would lease 15 feet of the 'parking and access' lot in front of his property in exchange.

Mr. Faulkner's proposal includes building a low boardwalk in front of the new buildings. Ideally, this boardwalk will align or be similar to the boardwalk on the adjacent properties. The whole block will hopefully have a more unified feel, with buildings a similar distance from the street, and with intermittent boardwalks for pedestrians.

Under City code, these are the items the Port and Harbor Commission is requested to address:

Homer City Code 21.30.020 states:

- (i). Other similar uses, if approved after a public hearing by the Commission [Planning Commission], including but not limited to those uses authorized in the Marine Commercial District under HCC §§ 21.28.020 and 21.28.030, provided the Commission finds the use meets the following standards and requirements:
 1. The proposed use is compatible with the purpose of Marine Industrial District or provides a necessary service to water-dependent industry,
 2. The proposed use is compatible with land use development plans for the Homer Spit and the comprehensive plan,
 3. Public facilities and services are adequate to serve the proposed use, and
 4. **The Port and Harbor Commission**, after a public hearing, has made a written recommendation to the Commission concerning the proposed use, including specifically whether conditions (1) through (3) of this subsection are or may, with appropriate conditions, be met by the proposed use;

The P&H Commission can:

- 1. Agree the three standards are met;**
- 2. Find the standards have not been met;**
- 3. Recommend conditions so that standards can be met**

Analysis

1. The proposed use is compatible with the purpose of Marine Industrial District or provides a necessary service to water-dependent industry,

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

Staff finding 1: *The proposed land use includes office space for a fisheries business, and area for commercial fish buying operations. The proposed overnight accommodations and other tourist related businesses are compatible with the commercial fisheries activities.*

2. The proposed use is compatible with land use development plans for the Homer Spit and the comprehensive plan,

Staff finding 2: *The proposed use is compatible with the land use development plans for the Homer Spit. The development will leave room for the proposed Homer Spit Trail extension, and still leave room for public parking in front of the development. The Spit Comprehensive Plan (2011) calls for the area to be used for commercial lease. The proposed development meets the land use and community design goals 1.1, 1.2 and 1.5; Maintain the variety of land uses that establish the unique "Spit" character and mix of land uses, improve the permanence and character of new commercial development, and respond to seasonal land use demand fluctuations.*

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

Staff finding 3: *City water and sewer and a paved state maintained road provide service to the property. Public services and facilities are adequate to serve the proposed use.*

Staff Recommendation

Staff recommends the Port and Harbor Advisory Commission:

1. Adopt staff findings, make amendments, or create new findings.
2. Recommend any conditions that would cause the proposed development to better meet the....

Attachments

1. Conditional Use Permit Application
2. Excerpt of the Spit Comprehensive Plan

Memorandum
Port and Harbor Advisory Commission
Meeting of March 28, 2012
Page 4 of 4



City of Homer Planning & Zoning

491 East Pioneer Avenue Telephone (907) 235-3106
Homer, Alaska 99603-7645 Fax (907) 235-3118
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Web Site www.ci.homer.ak.us

Applicant

Name: **Brad Faulkner** Telephone No.: **907-299-1871**
Address: **PO Box 996; Homer, AK 99603**
Email: **bradalaska08@yahoo.com**

Property Owner

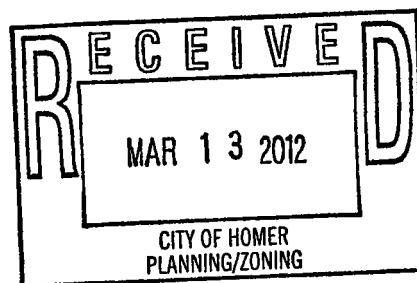
Name: **City of Homer Lease leased to Brad Faulkner**

PROPERTY INFORMATION:

Address: **4474 Homer Spit Road**
Lot Size: **0.3 acres**
KPB Tax ID: **# 181-033-07**
Legal Description of Property: **Lot 88-4 Homer Spit Sub. No. 2 Amended**

For staff use:

Date: 3/13/12 Fee submittal: Amount \$500.00
Received by: SPROSKANA Date application accepted as complete 3/13/12
Planning Commission Public Hearing Date: 4/04/12



Conditional Use Permit Application Requirements:

1. A Site Plan **See Plat**
2. Right of Way Access Plan **See Plat**
3. Parking Plan **See Plat**
4. A map showing neighboring lots and a narrative description of the existing uses of all neighboring lots. **Attached are 8x10 photographs of the adjacent Sullivan and Yourkowski leases with a narrative of existing uses**
5. Completed Application Form **Yes**
6. Payment of application fee (nonrefundable) **Yes**
7. Any other information required by code or staff, to review your project

Circle Your Zoning District

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

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

No Are you building or remodeling a commercial structure or multifamily building with more than 3 apartments? If yes, Fire Marshal Certification is required. Status: **Fire Marshal certification will be sought prior to new construction. A copy of the Sept. 1, 1999 Fire Marshall approval on the existing building is attached**

No Will your development trigger a Development Activity Plan?
Application Status: **Not Applicable**

No Will your development trigger a Storm water Plan?
Application Status: **Not Applicable**

No Does your site contain wetlands? If yes, Army Corps of Engineers Wetlands Permit is required. Application Status: **Not Applicable**

No Is your development in a floodplain? If yes, a Flood Development Permit is required. **Rick Aboud says that his talks with FEMA show that Fish Dock Road will not be included in the new Flood Hazard Area**

Yes Does your project trigger a Community Design Manual review? **We will provide details of lighting and public seating along the board walk on the site plan**

No Do you need a traffic impact analysis?

- No Are there any nonconforming uses or structures on the property?
- N/A Have they been formally accepted by the Homer Advisory Planning Commission?
- Yes Do you have a state or city driveway permit? Status: Existing
- Yes Do you have active City water and sewer permits? Status: Existing

1. Currently, how is the property used? Are there buildings on the property? How many square feet? Uses within the building(s)? **There are two existing buildings on the property. Building labeled "existing house" on the plat was relocated from the Icicle lot where it was used as an ice house. It is currently used as a care taker residence. The proposed use is multiple use as caretaker residence/office/nightly rental. Cross sections and plans of this building are attached. It was constructed to meet all code requirements for a multiple use building. Two layers of 5/8th gypsum separate the different stories. Wiring is shielded cable. Doors are 1 hour fire rated. Fire alarms are hard wired throughout. Emergency lighting is installed in the stair well. The second building is labeled as existing office .This building was relocated from the adjacent lot where it was used as a grocery store. This office is leased by Dana Besicker. His employee, Eric Olsen uses it as fish buying office.**

Existing Building Square Footages:

Existing House: 2978

Existing Office: 512

Total existing built square footage: 3490

Total existing building footprint: 1609

2. What is the proposed use of the property? How do you intend to develop the property?

The proposed use of the property is to replace the existing office with a 16x24 two story structure that has living quarters up top and the fish buying office on the first floor. Eric Olsen got remarried and moved to Anchorage. This will give him a place to stay when he is down here buying fish. As Dana Besicker's representative,

Eric is the number 1 halibut and black cod buyer in Homer, utilizing both the Auction Block and Fish Factory to move and process his product. My business relationship with Eric dates to 1995. The existing office will be relocated and used as a tourist shop/charter office till the boardwalk development is completed.

Facing the highway will be a boardwalk and four 16X24 two story structures. The bottom floor of each will be leased as tourist shop/charter office/tourist business. The top story of each cottage will be leased as nightly rentals. They will all be built to code; meaning 1 hour fire rating between commercial uses on the first floor and nightly rentals on the second floor. Hopefully, high quality construction will attract high quality businesses that will help extend the central tourist area beyond the Coal Point / Hillstrand boardwalk area.

That portion of the lot abutting fish dock road and facing the harbor will continue to be used as tote and equipment staging for Glenn Carroll's cod fishing and buying operation. Cod fishing happens at non-tourist times of year. Glen has been the number 1 cod buyer in Homer for some time. Our business relationship dates to 1995.

Proposed New building Square Footages:

Fish office / living quarters 768

4 x Tourist office / nightly rental 3072

Total proposed new building square footage: 3840 s.f.

Total new building footprint: 1920

Total combined building square footage: 7390

Total combined building footprint: 3145

CONDITIONAL USE INFORMATION: (Please use additional sheet(s), if necessary)

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

HCC 21.28.030(i) More than one building containing a permitted principal use on a lot.

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

The current zoning is MI for marine industrial. This is the same zoning of the adjacent Sullivan and Yourkowski leases. The City Council recently passed the updated Homer Spit Comprehensive Plan which shows my lot and the Sullivan and Yourkowski lots as Marine Commercial. (see attached map 5 future land use concept) The Comp Plan simply recognized the existing uses of these three lots. Until the City Council actually passed the new plan, multiple commercial uses, while existing, were not allowed. The other big change in spit property management is the new lease passed last June. Many of the existing sub-leases were explicitly illegal under the old lease. The new lease allows development that can be sub-leased. The new Spit Comprehensive Plan allows multiple commercial uses.

A new boardwalk, done to code, with code plumbing and code electrical will be a significant up grade of the buildings on adjacent leases. Located across from the Sea Farers Memorial, it should help draw tourist walking traffic east of the Salty Dawg and serve to anchor this corner of the harbor. By including the commercial fish operations of Dana Besicker and Glen Carroll with new space for tourist shops and permitted nightly accommodations, all facets of the multi-use development will be included on one lot.

By passing the new spit comprehensive plan, the council recognized that commercial uses such as those proposed in this CUP.

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

The adjacent property values will likely experience positive effects from this improvement.

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

The Yourkowski lease has eight buildings housing five tourist businesses. Six of those buildings include living accommodations. There is no commercial fish or industrial activity on the Yourkowski lease.

The Sullivan lease includes four building. There are two tourist businesses with living quarters and a small fish plant.

This development should help draw tourist businesses to both of these leases.

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

Yes. City of Homer sewer and water mains front the property. The existing sewer connect is 8" necked to 4" at the property line. The existing water connect is 2" necked to 3/4" at the property line .

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

The existing boardwalk developments on the spit are the most successful retail areas. It makes it easy for tourists to walk from shop to shop and keeps them out of the puddles if it is raining. The density will be substantially lower than the Coal Point or Central Charters boardwalk areas. Including nightly rentals above the shop space is the key to making the whole development pencil out financially. Due to high demand for accommodations on the spit, pretty much all of the existing boardwalk areas include nightly rentals. The scale of the proposed improvements should bring the lot as a whole into a more harmonious look and feel for the Spit.

The plat shows the buildings set back five feet from the lot line. It shows the boardwalk extending 5 feet into the City parking easement. In order to facilitate the new Spit walking path, 10' of property on the harbor side of the lot will be exchanged for 10' of property on the ocean side. The new Spit walking path should big improvement for everyone.

g. Will your proposal be detrimental to the health, safety or welfare of the surrounding area or the city as a whole?
This development is designed to meet all current requirements in health and safety. The tsunami evacuation plan for the Homer Spit will be posted prominently in all of the businesses and in each of the overnight cabins.

h. How does your project relate to the goals of the Comprehensive Plan?
The 2006 Town Center Plan and the 2008 Comprehensive Plan are online at:
<http://www.ci.homer.ak.us/documents/planning>.
The recently passed Homer Spit Comprehensive Plan specifically addresses this type of development. Quoting from page 25, "Both formal permitted lodging facilities and campgrounds, and informal, unpermitted lodging and camping are present on the Spit. While there may be community concern about additional lodging, camping and residential uses, the uses are already there. A residential option may be considered as part of the planning process. A clear policy is needed and appropriate regulations created and enforced to meet public health and safety concerns. Lodging and nightly rental facilities that may be permitted in the future can be located above existing and future commercial developments. By permitting these activities, the City can better regulate them and ensure facilities meet building health and safety codes."

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

1. Yes Special yards and spaces. **The boardwalk is a special space designed to promote viewing. It will have some seating areas built in.**
2. No Fences, walls and screening.

3. No Surfacing of parking areas.
4. N/A Street and road dedications and improvements (or bonds).
5. N/A Control of points of vehicular ingress & egress.
6. Yes Special provisions on signs. **The project will be in compliance with the new Homer sign code**
7. Yes Landscaping. **There will be seasonal planters and hanging baskets placed around the boardwalk.**
8. Yes Maintenance of the grounds, buildings, or structures. **Maintenance of the existing buildings and boardwalk will be ongoing.**
9. N/A Control of smoke, odors, gases, particulate matters, noise, vibration, heat, glare, water and solid waste pollution, dangerous materials, material and equipment storage, or other similar nuisances.
10. N/A Time for certain activities.
11. Yes A time period within which the proposed use shall be developed. **I am proposing one building a year for five years with the first building going up this summer. The first building will be the office/living for Besicker Company.**
The boardwalk development may proceed all at once next summer, however I would like to reserve the right to do it out of pocket at the pace of one building a year.
12. No A limit on total duration of use.
13. Yes Special dimensional requirements such as lot area, setbacks, building height. **The City has agreed in principal to extending the lot toward the ocean in trade for land adjacent the harbor. This is to facilitate the new walking path with the previously discussed community benefits.**
14. NO Other conditions deemed necessary to protect the interest of the community.

PARKING

1. How many parking spaces are required for your development? 5
If more than 24 spaces are required see HCC 21.50.030(f)(1)(b).
2. How many spaces are shown on your parking plan? 5
3. Are you requesting any reductions? No

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

CIRCLE ONE: Owner of record Lessee Contract purchaser

Applicant signature: Brad Faulkner Date: 3/13/12

Property Owner's signature: Walt White Date: 3/13/12

Attachments

Brad Faulkner CUP plan 2012 Plat

8X10 photo of Sullivan Lease

8X10 photo of Yourkowski lease

Map 5 Homer Spit Comprehensive Plan showing Marine Commercial Zoning and proposed harbor walking /bike path

Fire Marshall permit for existing building

1st floor plan existing building

2nd floor plan existing building

Cross section existing building

State of Alaska
Office of the State Fire Marshal
Plan Review

This is to certify that the plans for this building were reviewed by the *State Fire Marshal* on September 1, 1999 for conformance with AS 18.70.010 -- 100; 13 AAC 50.027.

This certificate shall be posted in a conspicuous place on the premises named Alaska Custom Seafoods and shall remain posted until construction is completed.

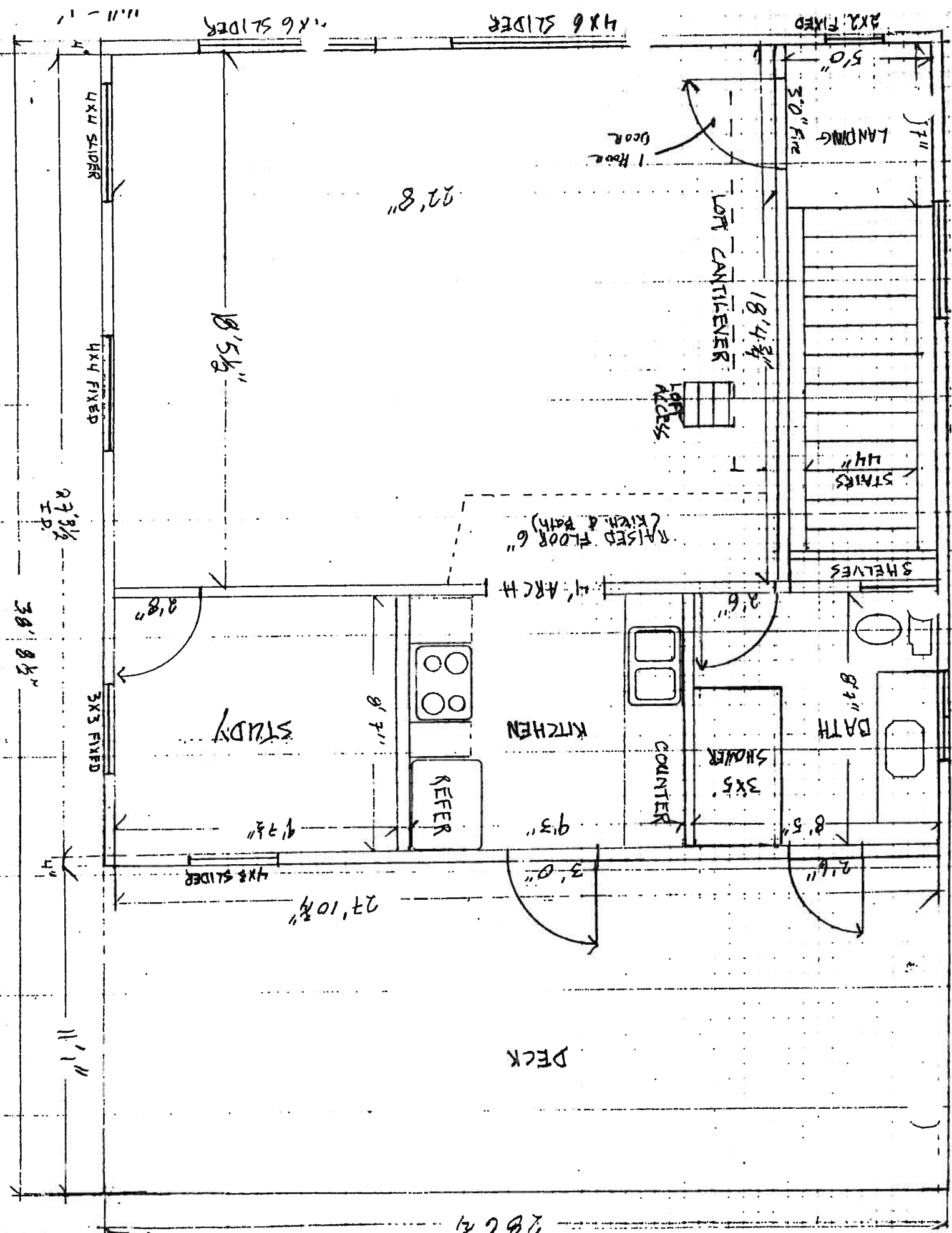
NOTICE: Any changes or modifications to the approved plans must be resubmitted for review by the *State Fire Marshal*.

Plan Review #: 2000A-070

By: Carol MacDonald

Carol MacDonald
Deputy Fire Marshal

Authority: AS 18.70.080
Form: 12-741
(6/97)

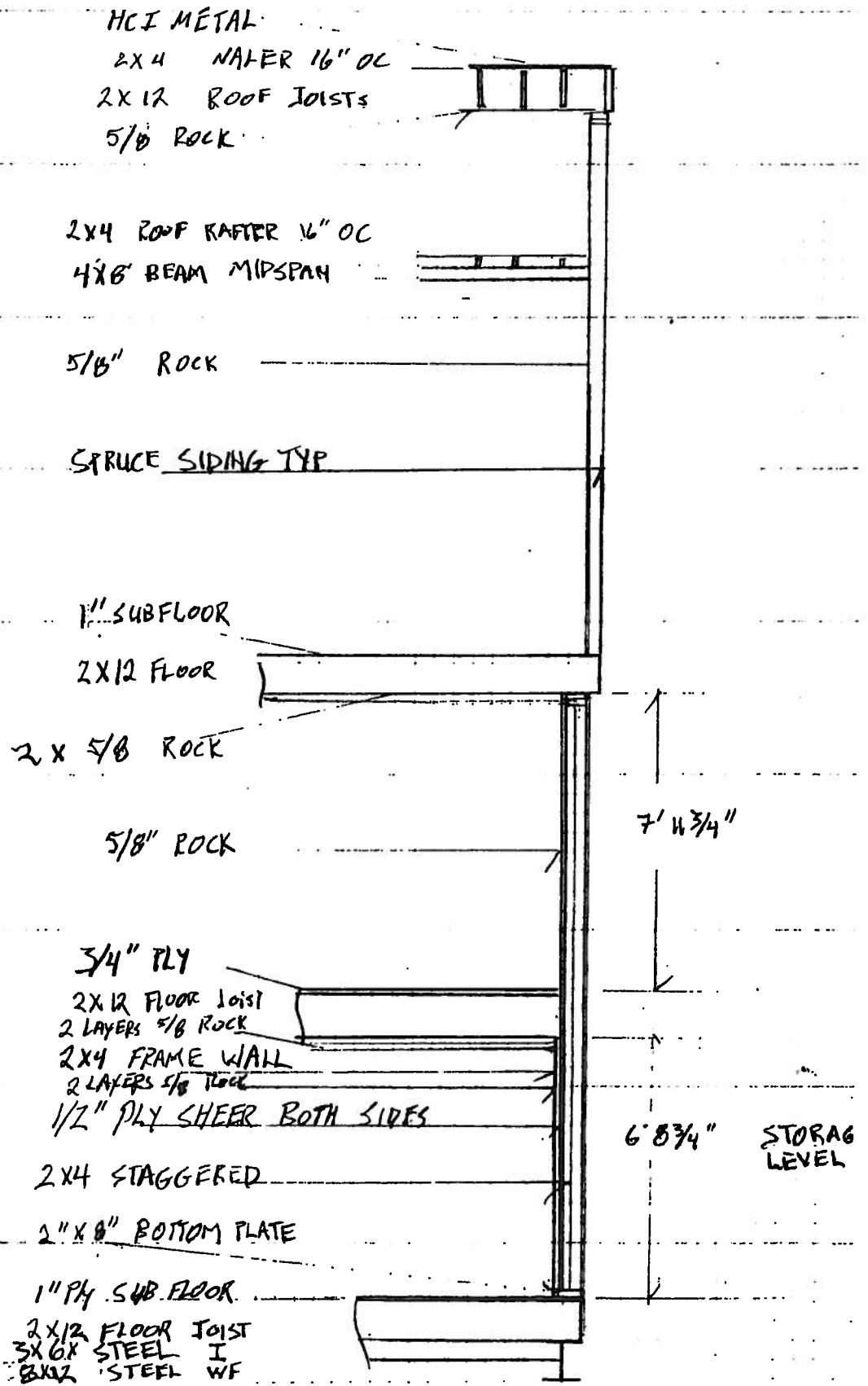


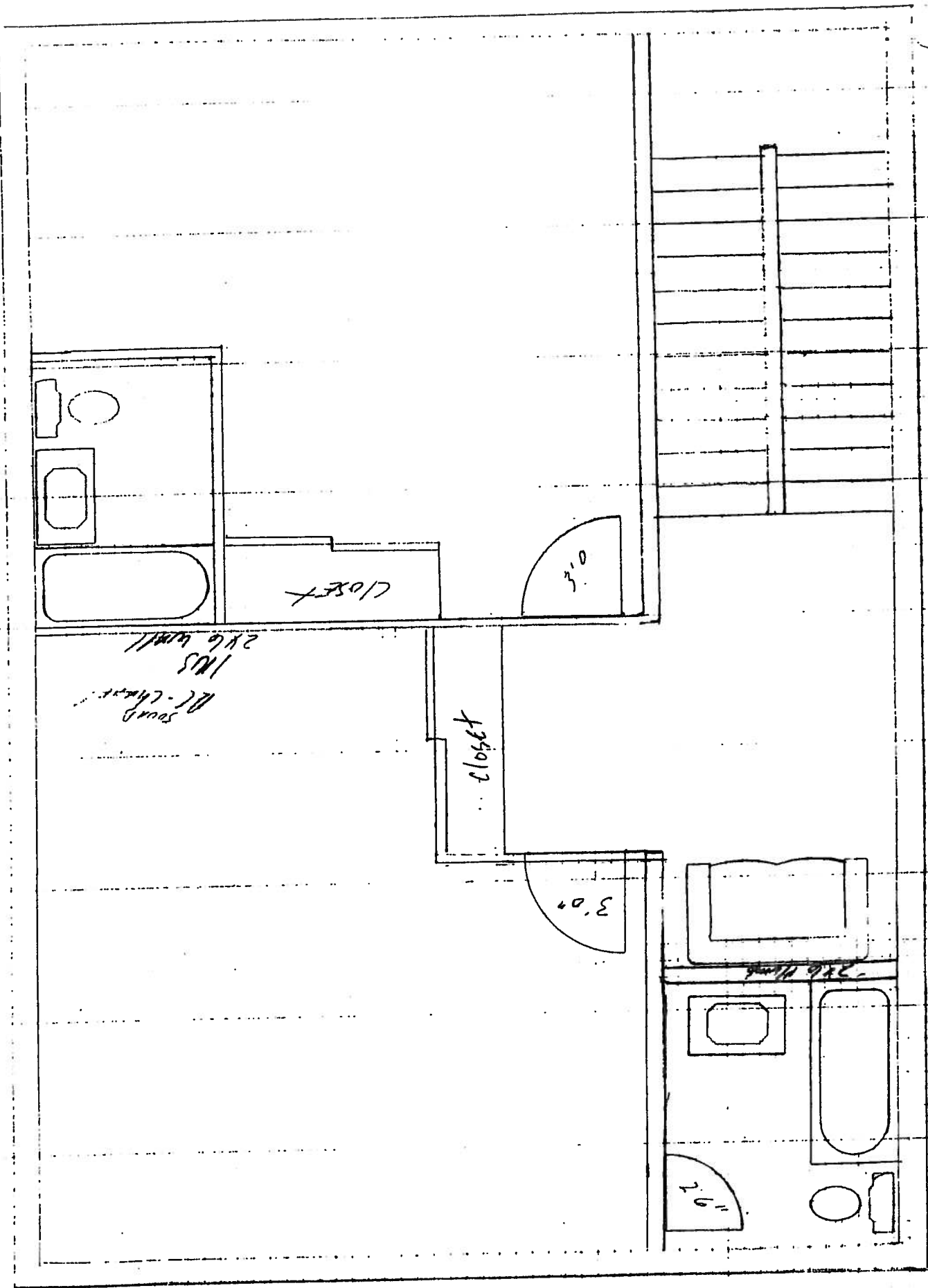
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22

286 1/2"

NORTH ↓





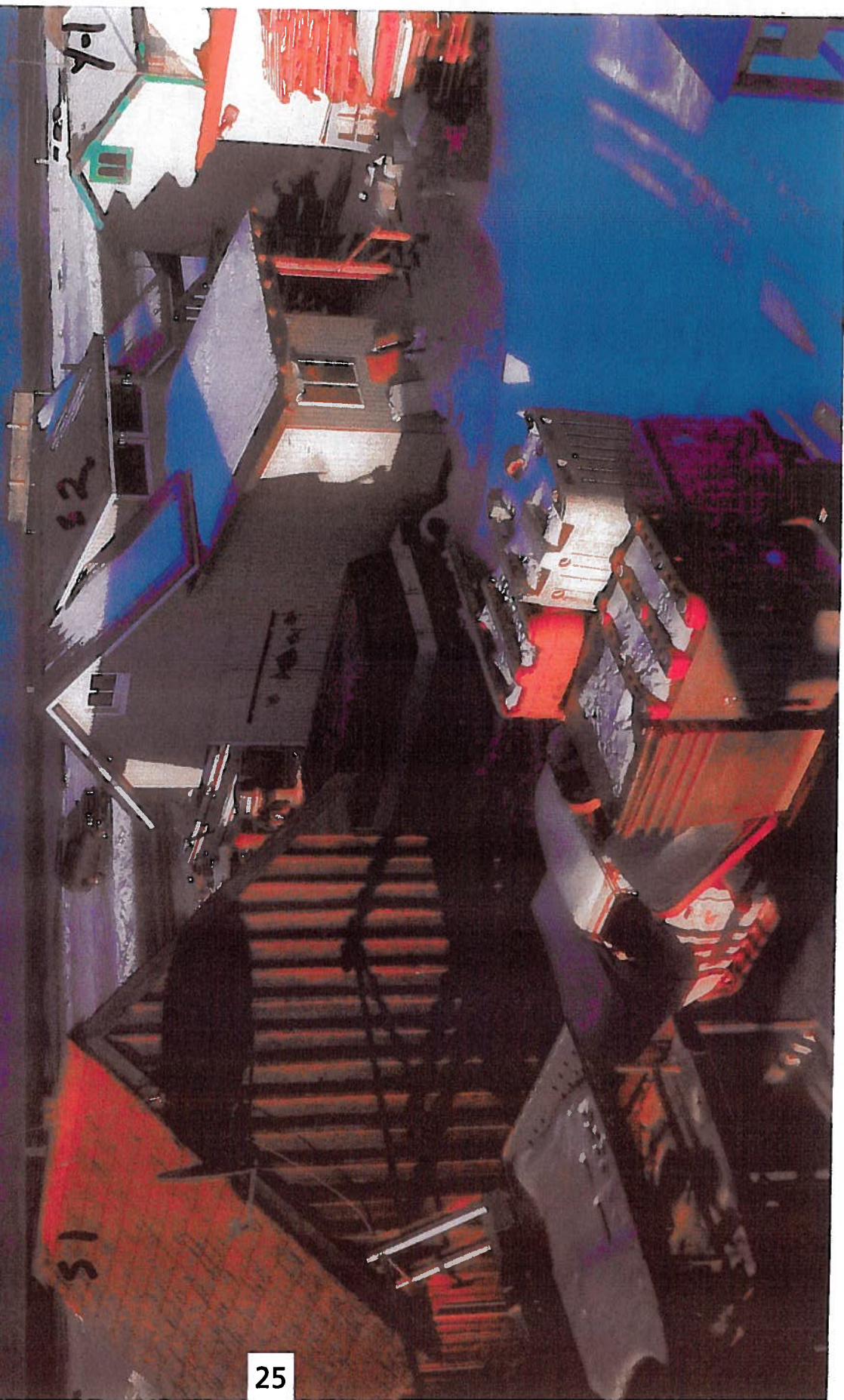
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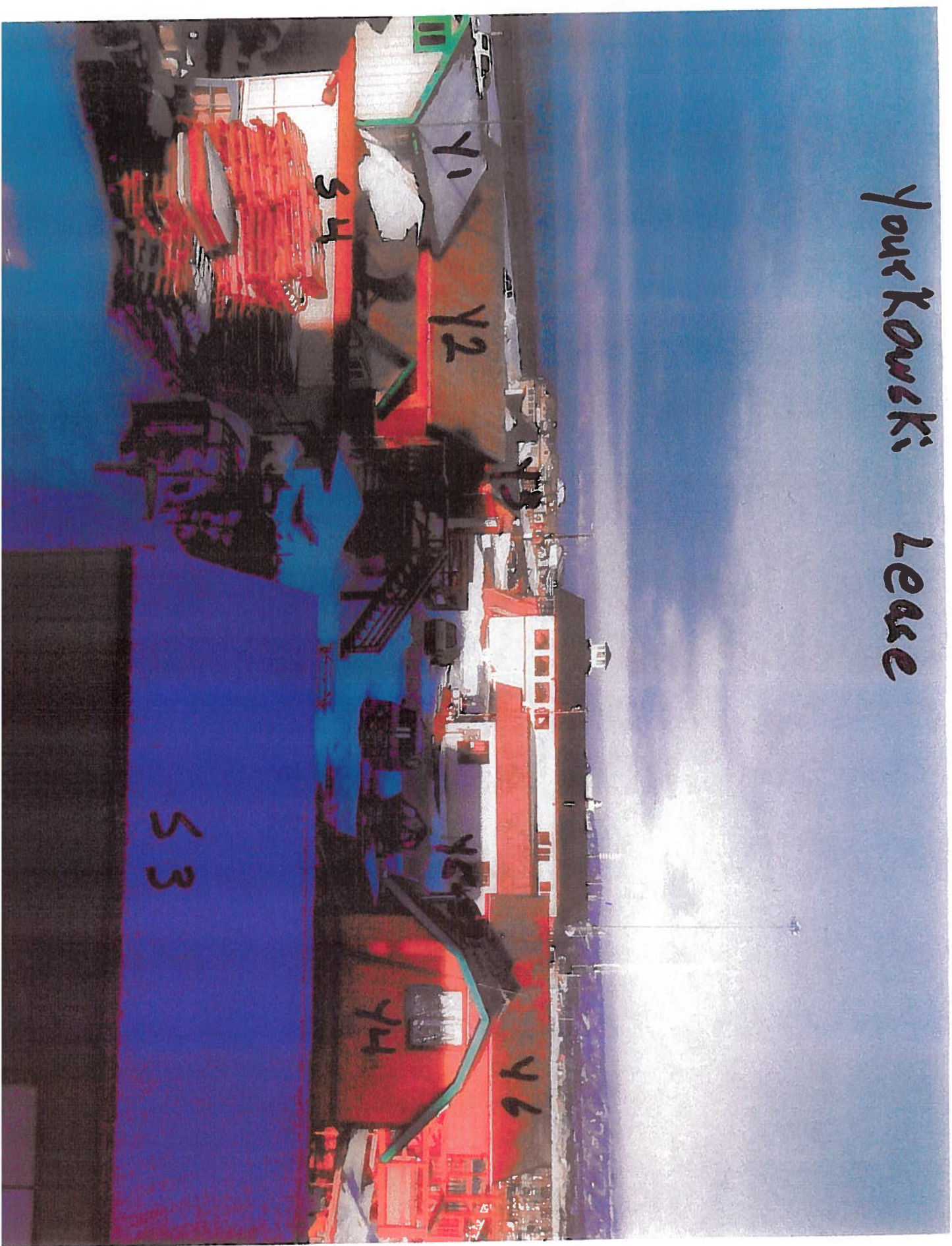
1ST FLOOR

11

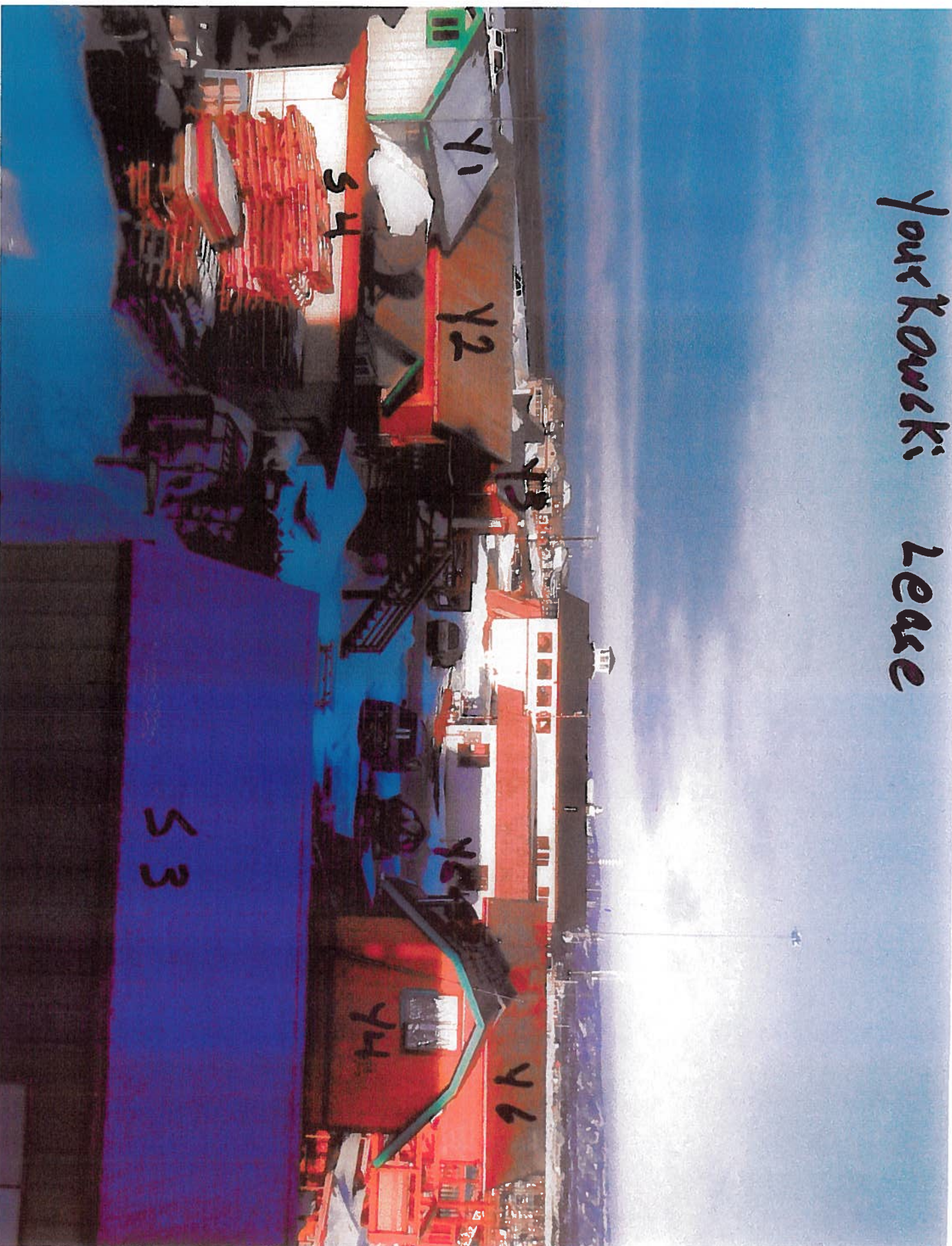
Sullivan Lease



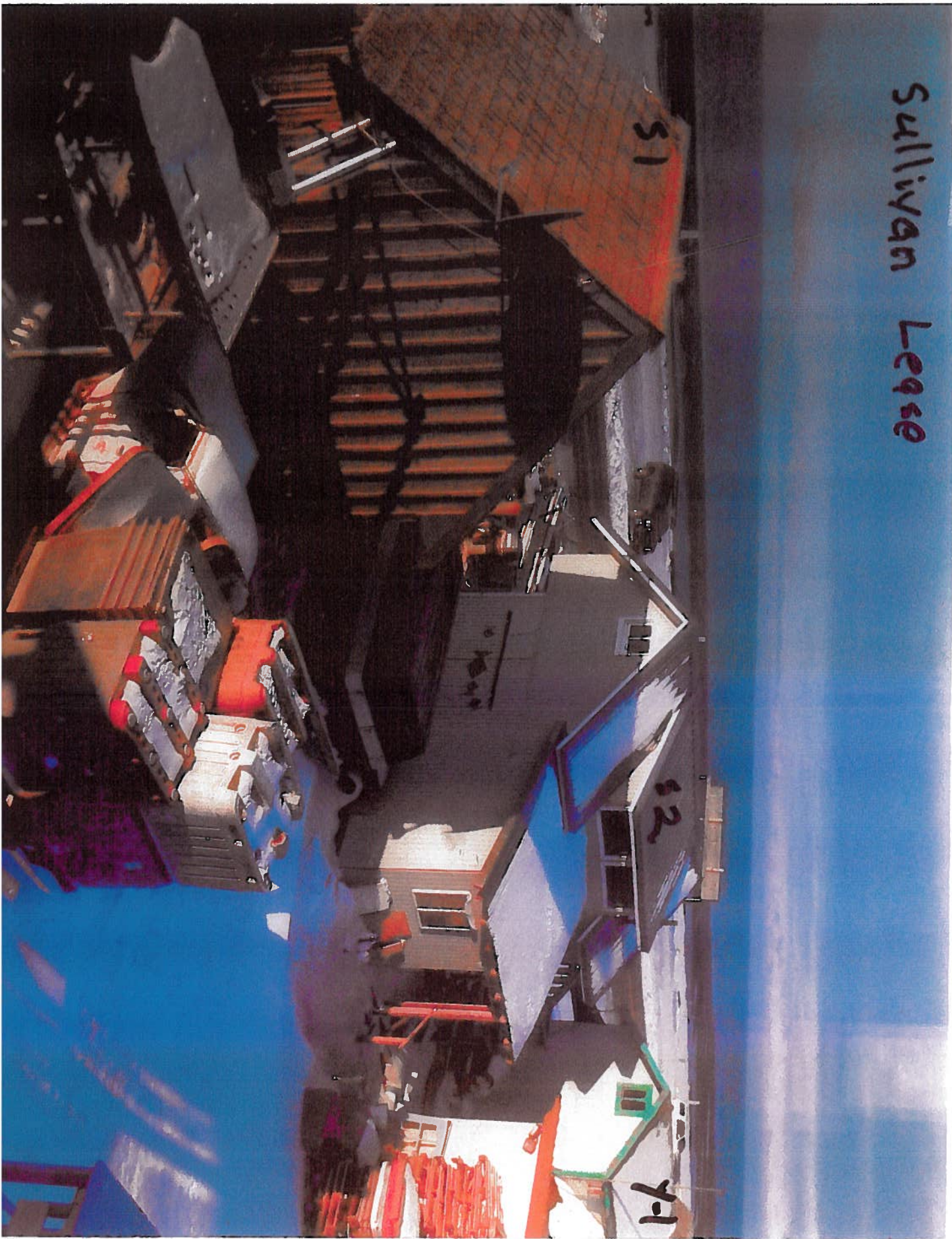
Your Kowski Lease

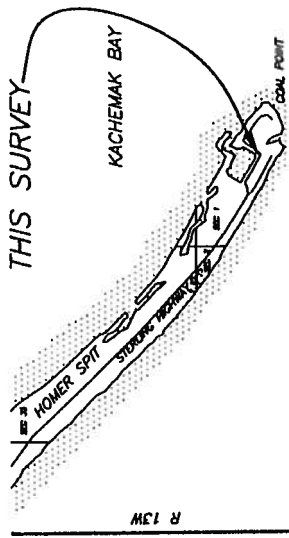


Yourkowski Lease



Sullivan Lease





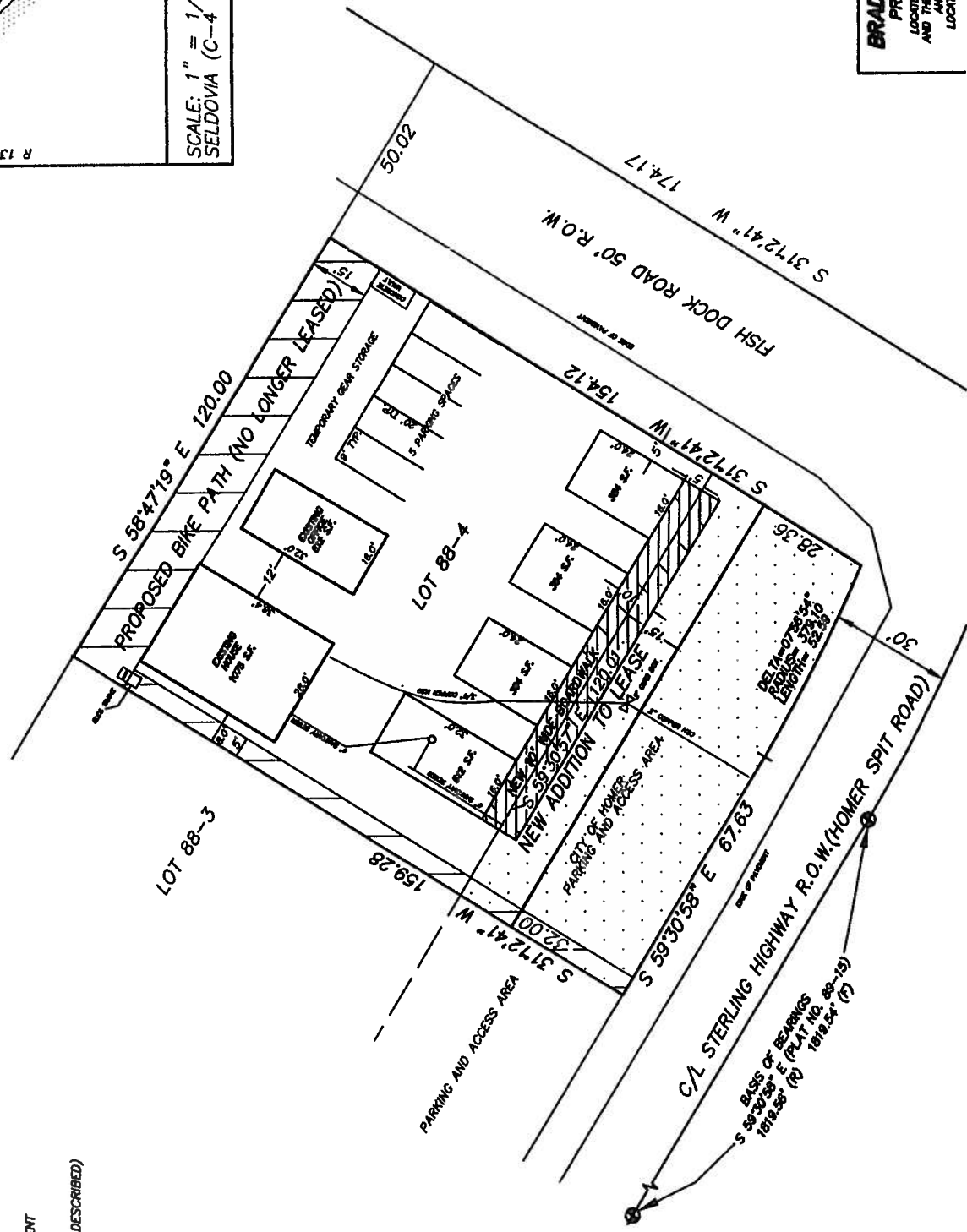
VICINITY MAI
SELDOVIA (C-4 SW) ALASKA

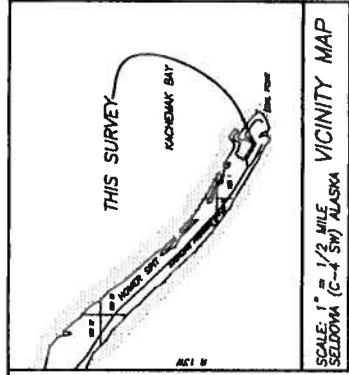
SCALE: 1" = 1/2 MILE

BRAD FAULKNER C.U.P. PLAN 2012
PROPOSED IMPROVEMENTS PLAN VIEW
 LOCATED UPON LOT 88-4 HOMER SPIT NO. TWO (PLAT #81-34)
 AND THE PUBLIC PARKING AND ACCESS AREA BETWEEN LOT 88-4
 AND THE STERLING HIGHWAY R.O.W. (HOMER SPIT ROAD)
 LOCATED SEC 17, TOWNSHIP 75, RANGE 13W, SEWARD MERIDIAN
 UNLESS OTHERWISE NOTED OTHERWISE

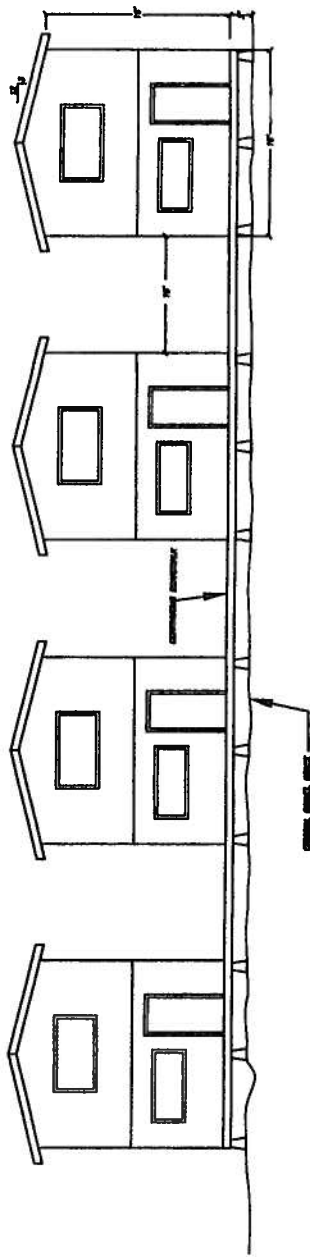
LEGEND

 UTILITY EASEMENT
 U.G. UTILITY (AS DESCRIBED)





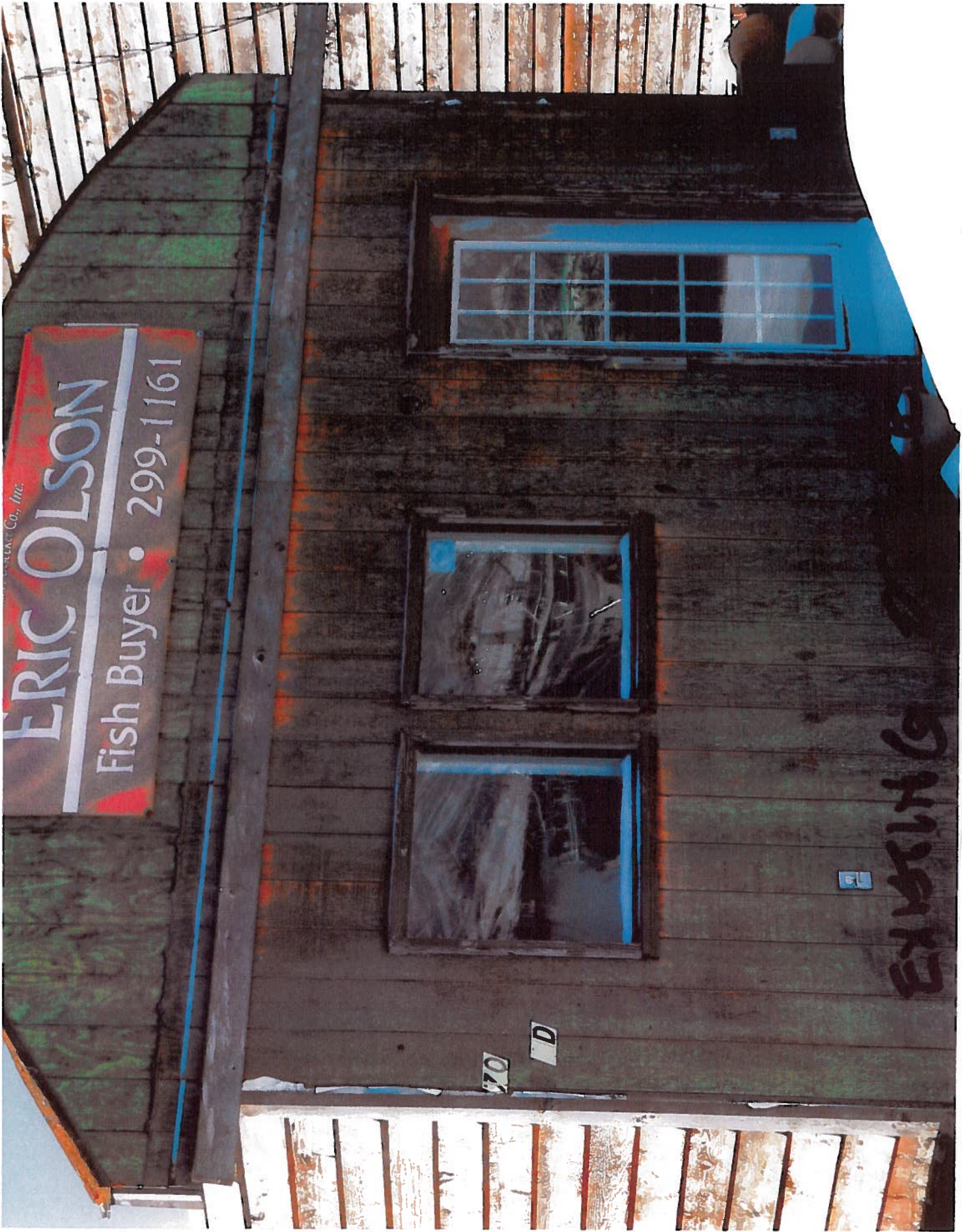
SCALE: 1" = 1/2 MILE
 SELDOWA (C-4 SW) ALASKA
 VICINITY MAP



GRAND FATHERS CLUB PLAN 8018
 PROPOSED IMPROVEMENTS ALASKA
 LICENSED ARCHITECT
 1000 EAST BROAD STREET
 ANCHORAGE, ALASKA 99501
 (907) 562-1111

SEAL OF REGISTERED ARCHITECT
 JOHN EAST BROAD STREET
 ANCHORAGE, ALASKA 99501
 (907) 562-1111

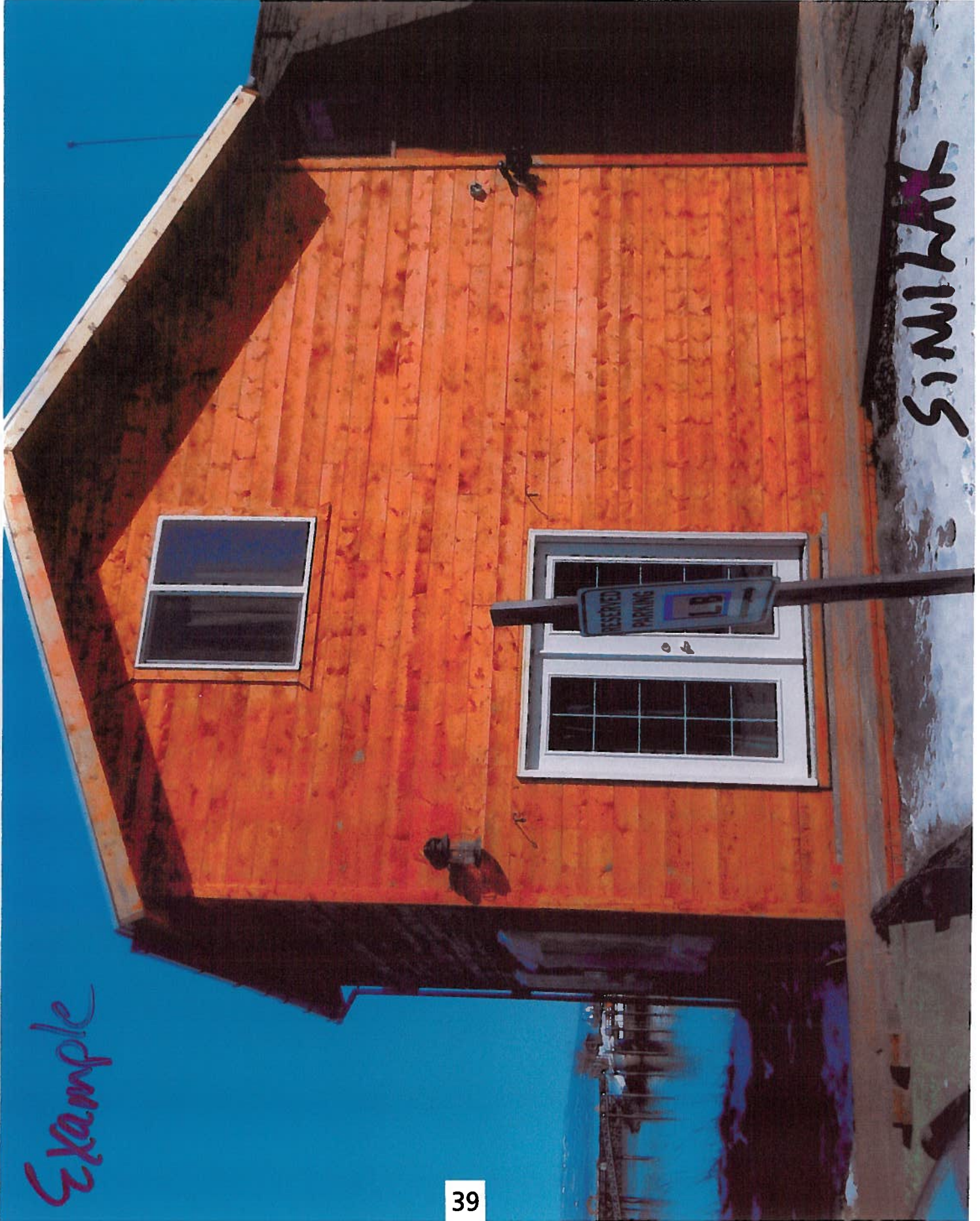
DATE: 10/1/71
 SHEET NO. 101
 OF 101 SHEETS



Example



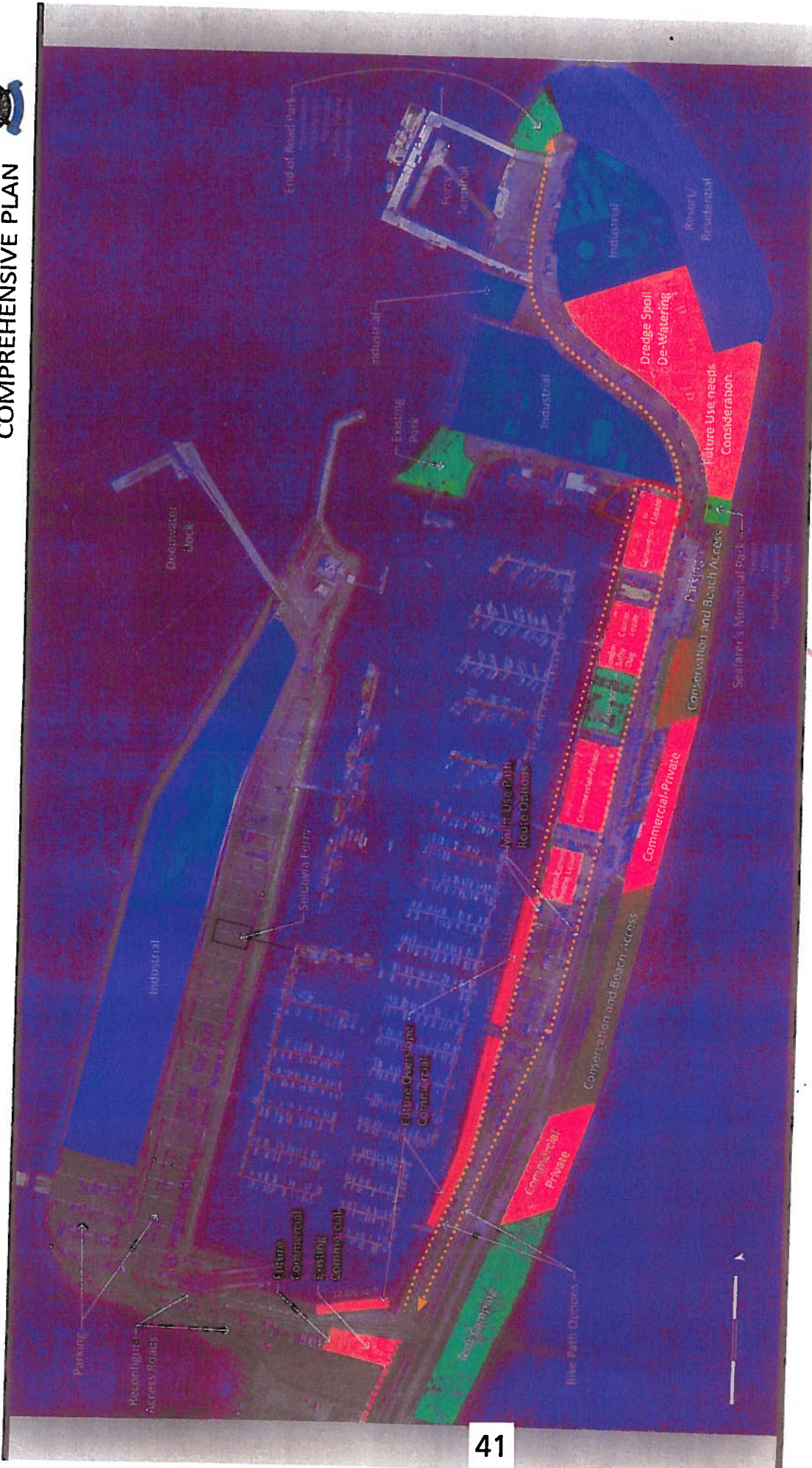
38



Example

SIMILAR

Map 5: FUTURE LAND USE CONCEPT ENLARGEMENT



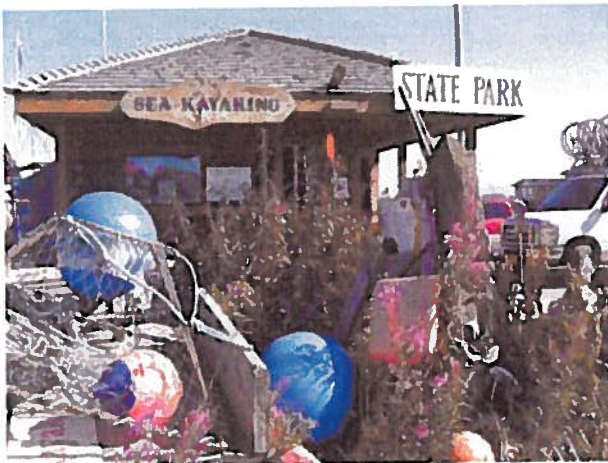
Subject location

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

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

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

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



1. Land Use and Community Design

Goals for Land Use and Community Design:

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

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

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

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

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

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

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



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

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

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

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

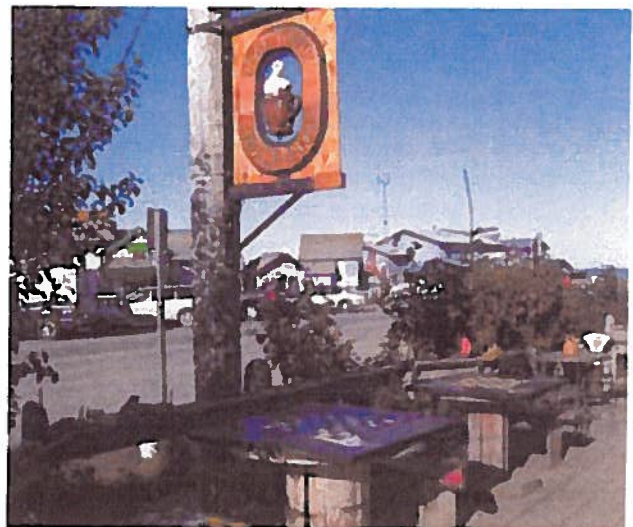
Beyond zoning, each future land use has a number of issues and opportunities that need to be considered within the final comprehensive plan. These are addressed separately, followed by broad overarching goals for Land Use and Community Design.

1.A Industrial Development

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

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

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



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



**CITY OF HOMER
CITY HALL**

MEMORANDUM

To: Port and Harbor Advisory Commission
From: Katie Koester, Community and Economic Development Coordinator
Date: March 16, 2012
Subject: Harbor Improvement Projects: need for the projects and consequences of not going through with proposed projects.

In anticipation of applying for the State of Alaska Municipal Harbor Grant July 1 of this year, it would be valuable for the Commission to provide comments on the record that you have discussed the need of the proposed projects including brainstorming options that would eliminate the need for the project. This may involve discussing a no-build option or other scenarios that could result from not carrying through with the proposed projects. Proving that all options were considered and given careful deliberation is a requirement of the grant application process. To be specific, the grant requires that the City of Homer:

"Provide documentation concerning the full range of options the municipality evaluated that would reduce or eliminate the need for the proposed project. A municipality must provide evidence that other options were evaluated and the proposed harbor capital improvement project is fully justified. Acceptable evidence may include planning document from a Capital Improvement Program, harbor board minutes or council meeting minutes discussing harbor options considered. Please explain how the options were evaluated, and if not, why."

The projects the City of Homer will be applying for match funding for through the Municipal Harbor Grant Program are:

- Load and Launch Ramp
- Ramp 3 Gangway and Approach Replacement
- Upgrade System 5 - Vessel Shore Power and Water
- Harbor Float Replacement

Thank you for your time and participation.



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

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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: HARBOR IMPROVEMENTS COMMITTEE
DATE: MARCH 23, 2012
SUBJECT: RECOMMENDED HARBOR TARIFF RATE INCREASES

During the Harbor Improvements Committee's regular meeting on Thursday, March 22, harbor tariff rate increases were discussed from the recommendations made by the Harbor Improvements Sub-Committee, memorandum dated March 21, 2012. The proposed rate increases will be implemented over a two-year period. The following are the motions made at their meeting:

HOWARD/HARTLEY MOVED FOR ALL RATED BEING CONSIDERED BE INCREASED OVER AT TWO YEAR PERIOD IN EQUAL INCREMENTS, 50% EACH YEAR.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Dockage

HOWARD/HARTLEY MOVED TO INCREASE DOCKAGE TO 100% OF THE ANCHORAGE GRADUATED RATE OF 2011 AND INCREASE THE RATES OVER A TWO YEAR PERIOD.

Mr. Hawkins suggested instead of specifying the 2011 rates changing it to the current advertised rates and stays consistent, and then if Anchorage increases their rates within the next two years, the City would increase theirs as well.

WYTHE/HAWKINS MOVED TO AMEND TO 100% OF THE ANCHORAGE GRADUATED RATE OVER TWO YEARS.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was no discussion.

VOTE: (Main motion as amended) NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Fuel Wharfage

HOWARD/HARTLEY MOVED TO INCREASE THE FUEL WHARFAGE TO TAKE IT FROM 1.03 CENT PER GALLON TO TWO 2 CENTS PER GALLON.

It was noted that it is approximately an 89% increase. There was brief discussion supporting the motion and it was noted that it will be implemented over two years.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Seafood Wharfage

HOWARD/HARTLEY MOVED THAT WE DO NOT MODIFY THE SEAFOOD WHARFAGE RATE.

There was discussion that the increase is not a lot of money and it is beneficial to have incentive for more fish processing.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Moorage

HOWARD/HARTLEY MOVED TO INCREASE MOORAGE RATE BY 15% TO BE APPLIED OVER TWO YEARS.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Ice Rates

HOWARD/HARTLEY MOVED TO INCREASE ICE FEES BY 10% OVER A TWO YEAR PERIOD.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Crane Rates

HOWARD/HARTLEY MOVED TO INCREASE THE CRANE RATE BY 10% OVER A PERIOD OF TWO YEARS.

Mr. Hawkins commented in opposition to increasing crane fees. The fees are already high and it is hard to see them go over \$100 when compared to other facilities in the state.

VOTE: NO: HAWKINS, HARTLEY, WYTHE, HOWARD

Motion failed.

Head Tax

HOWARD/HARTLEY MOVED TO START ENFORCING THE HEAD TAX AND MODIFY TO INCLUDE ALL PASSENGER CARRYING VESSELS FOR HIRE AND IMPLEMENT OVER A TWO YEAR PERIOD.

There was discussion clarifying that it be enforced at the tariff rate so for two year implementation it is \$1 this year and \$1 next year.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Mr. Hartley asked to have Seward's head tax rate at the Port and Harbor Commission meeting.

Attached: Memo from the Harbor Improvement Sub-Committee Regarding Recommended Harbor Tariff Rate Increases dated March 21, 2012.



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: HARBOR IMPROVEMENTS SUB-COMMITTEE
CC: HARBOR IMPROVEMENT COMMITTEE
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
DATE: MARCH 21, 2012
SUBJECT: RECOMMENDED HARBOR TARIFF RATE INCREASES

In finding the best solution to how the Homer Port and Harbor can financially manage a bond, Administrative Staff has examined and compared other tariff rates/fees for the ports and harbors of Homer, Seward, Kodiak, Valdez, Whittier, and Anchorage. The Enterprise is responsible for all Port and Harbor infrastructure. All facilities are within the one enterprise, linking the docks and the harbor together financially. That is why it makes sense to consider all enterprise revenues in regards to bond repayment.

Dockage

Beginning with the industrial side of operations, I have determined that our current rate structure for dockage at the Pioneer and Deep Water Dock is not being applied fairly or accurately. Larger vessels have a greater impact and therefore should pay more for the use of the facility. The larger the vessels, the higher the cost to build, maintain, and facilitate their needs. That is the justification for the tiered rate structure that many other ports have in place.

My recommendation is that Homer should consider changing the tariff to a schedule that mirrors the Anchorage dockage rate schedule, and the committee can discuss the most appropriate rate or percentage of scale to apply. Included in the attached dockage comparisons for the Pioneer and Deep Water Dock are different percentage increases to reflect varied revenue outcomes. A 15% increase to our rate would raise revenues \$24,075 totaled between both docks. Increasing the rate to match 100% of what Anchorage charges would reflect an \$81,720 revenue increase totaled between both docks.

Please note that the Anchorage rates do not include a service charge as they don't have one; unlike Homer's \$52 service fee that's applied when harbor staff assists in a landing.

Wharfage

On wharfage, it is erroneous to believe that the smaller port, or the port with lower overall usage, should also have the lowest rate. In reviewing tariff rates for Lower 48 ports, it is the opposite that is true. Ports that move millions of tons across their docks use the lowest rates for calculating wharfage. Small ports still have to build and maintain their docks but have to do it with a smaller customer base.

Homer's wharfage is broken down into primarily three categories: N.O.S. (not otherwise specified) Freight, Seafood, and Fuel.

- N.O.S. Freight: charged per short ton or 40 cubic feet. Our rate per ton is higher than most ports, but the Harbormaster has the authority to negotiate a special rate for bulk shipments. I recommend no increase here.

- Seafood: at \$4.76 per ton, Homer is between Seward and Kodiak. We could consider a 15% increase with a built-in incentive for seafood processed in Homer; locally processed would have no price increase. An increase of 15% would raise revenues by an estimated \$4,779 from 2011 actual revenue less what was locally processed of \$31,859 to \$36,638.
- Fuel: it was over twenty years ago when the fuel wharfage rate was set at \$0.01 per gallon. Although we have made small increases, we certainly haven't kept up with inflation. Twenty years ago, diesel was around a dollar a gallon; today the pump price in the harbor is \$4.30 per gallon. I recommend fuel wharfage increase by 22% to match the Anchorage tariff and discuss the possibility of engaging the firm Northern Economics of Anchorage to conduct a fuel tariff analysis for the Port of Homer. Using Petro Marine's monthly reports, we can see 2011 had a year-end total of 13,706,459 gallons transferred at Homer's Pioneer Dock. At our current rate (\$0.0103) that's \$141,176.53 in revenues. At the recommended increased rate (\$0.0125) that raises revenues by \$30,154.43 to total \$171,330.73.

One type of wharfage not included in the above categories is Barge Ramp wharfage, charged \$5.14 per ton. Given that an increase in this category would likely affect one main user, whom we already negotiated a special rate of \$4.50 per ton, plus majority of our bulk load-outs occur at the Deep Water Dock, I recommend no increase to this rate.

Moorage

The rate comparison shows that Homer is on the lower end of the group. The 2011 actual moorage revenues were at \$1,589,214. A 15% increase would raise that by \$238,382 to \$1,827,596 in revenue.

Possible Other Revenue

- Head Tax
- Local landing tax at Fish Dock
- Borough share of fish tax

Attached: Rate Increase Worksheet
 2012 Deep Water Dock Revenue Comparison for CY 2011
 2012 Pioneer Dock Revenue Comparison for CY 2011
 2012 Dockage Rate Comparison
 2012 Wharfage Rate Comparison – Cargo/Freight, Seafood & Fuel
 2012 Wharfage Rate Comparison-Rate Information
 2012 Moorage Rates Comparison
 All Rates – Showing 2010 to Current

Deep Water Dock Revenue Comparison for CY 2011

Comparison Between Homer & Anchorage Rates

Date	Vessel	LOA	Actual 2011 Dock Revenue Based on Homer Rate			Comparative 2011 Revenue Based on Anchorage Rate	90% of Anchorage Rate	80% of Anchorage Rate	70% of Anchorage Rate
			\$ Dock	Service Chg	Total Charge				
1/9/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 964.80	\$ 844.20	
1/10/11	Pacific Wolf INSIDE	121	\$ 274.67		\$ 274.67	\$ 506.00	\$ 404.80	\$ 354.20	
1/10/11	DBL 54	300	\$ 681.00		\$ 681.00	\$ 788.00	\$ 630.40	\$ 551.60	
1/11/11	Pacific Wolf INSIDE	121	\$ 274.67		\$ 274.67	\$ 506.00	\$ 404.80	\$ 354.20	
1/11/11	DBL 54	300	\$ 681.00		\$ 681.00	\$ 788.00	\$ 630.40	\$ 551.60	
1/12/11	Pacific Wolf INSIDE	121	\$ 274.67		\$ 274.67	\$ 506.00	\$ 404.80	\$ 354.20	
1/12/11	DBL 54	300	\$ 681.00		\$ 681.00	\$ 788.00	\$ 630.40	\$ 551.60	
1/13/11	Pacific Wolf INSIDE	121	\$ 274.67		\$ 274.67	\$ 506.00	\$ 404.80	\$ 354.20	
1/13/11	Pacific Wolf & DBL54	395	\$ 896.65		\$ 896.65	\$ 1,206.00	\$ 964.80	\$ 844.20	
1/14/11	Pacific Wolf & DBL54	395	\$ 896.65		\$ 896.65	\$ 1,206.00	\$ 964.80	\$ 844.20	
1/15/11	Pacific Wolf & DBL54	395	\$ 896.65		\$ 896.65	\$ 1,206.00	\$ 964.80	\$ 844.20	
1/16/11	Pacific Wolf & DBL54	395	\$ 896.65		\$ 896.65	\$ 1,206.00	\$ 964.80	\$ 844.20	
1/17/11	Perseverance	189	\$ 429.03		\$ 429.03	\$ 506.00	\$ 404.80	\$ 354.20	
1/18/11	Perseverance	189	\$ 429.03		\$ 429.03	\$ 506.00	\$ 404.80	\$ 354.20	
1/19/11	Perseverance	189	\$ 429.03		\$ 429.03	\$ 506.00	\$ 404.80	\$ 354.20	
2/4/11	Perseverance	189	\$ 429.03		\$ 429.03	\$ 506.00	\$ 404.80	\$ 354.20	
2/4/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 964.80	\$ 844.20	
2/19/11	Sea Prince & Barge 360	360	\$ 817.20	\$ 52.00	\$ 869.20	\$ 1,206.00	\$ 964.80	\$ 844.20	
2/20/11	Sea Prince & Barge 360	360	\$ 817.20		\$ 817.20	\$ 1,206.00	\$ 964.80	\$ 844.20	
2/21/11	Sea Prince & Barge 360	360	\$ 817.20		\$ 817.20	\$ 1,206.00	\$ 964.80	\$ 844.20	
2/22/11	Sea Prince & Barge 360	360	\$ 817.20		\$ 817.20	\$ 1,206.00	\$ 964.80	\$ 844.20	
3/7/11	Peregrine	85	\$ 192.95	\$ 52.00	\$ 244.95	\$ 338.00	\$ 270.40	\$ 236.60	
3/7/11	Katrina Em	101	\$ 229.27	\$ 52.00	\$ 281.27	\$ 506.00	\$ 404.80	\$ 354.20	
3/15/11	Perseverance	189	\$ 429.03	\$ 52.00	\$ 481.03	\$ 506.00	\$ 404.80	\$ 354.20	
3/16/11	Perseverance	189	\$ 429.03	\$ 52.00	\$ 481.03	\$ 506.00	\$ 404.80	\$ 354.20	
3/17/11	Perseverance	189	\$ 429.03	\$ 52.00	\$ 481.03	\$ 506.00	\$ 404.80	\$ 354.20	
3/18/11	Perseverance	189	\$ 429.03	\$ 52.00	\$ 481.03	\$ 506.00	\$ 404.80	\$ 354.20	
3/22/11	Pacific Wolf	121	\$ 42.71		\$ 42.71	\$ 506.00	\$ 404.80	\$ 354.20	
3/25/11	Sinuk tug	82	\$ 186.14	\$ 52.00	\$ 238.14	\$ 338.00	\$ 270.40	\$ 236.60	
3/28/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 964.80	\$ 844.20	
3/29/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 964.80	\$ 844.20	
3/30/11	Perseverance	189	\$ 429.03	\$ 52.00	\$ 481.03	\$ 506.00	\$ 404.80	\$ 354.20	
3/30/11	Responder barge	168	\$ 381.36		\$ 381.36	\$ 506.00	\$ 404.80	\$ 354.20	
4/1/11	Perseverance	189	\$ 429.03		\$ 429.03	\$ 506.00	\$ 404.80	\$ 354.20	
4/1/11	Responder barge	168	\$ 381.36		\$ 381.36	\$ 506.00	\$ 404.80	\$ 354.20	
4/6/11	Endurance	207	\$ 469.89	\$ 52.00	\$ 521.89	\$ 788.00	\$ 630.40	\$ 551.60	
4/7/11	Endurance	207	\$ 469.89		\$ 469.89	\$ 788.00	\$ 630.40	\$ 551.60	

Pioneer Dock Revenue Comparison for CY 2011

Comparison Between Homer & Anchorage Rates

Actual 2011 Dock Revenue Based on Homer Rate				Comparative 2011 Revenue Based on Anchorage Rate		90% of Anchorage Rate		80% of Anchorage Rate		70% of Anchorage Rate	
Date	Vessel	LOA	\$ Dock	Service Chg	Total Charge	\$ Total Charge	\$ Total Charge	\$ Total Charge	\$ Total Charge	\$ Total Charge	\$ Total Charge
01/04/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
01/16/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
01/20/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
01/22/11	Vigilant	100	\$ 227.00	\$ 52.00	\$ 279.00	\$ 338.00	\$ 304.20	\$ 270.40	\$ 236.60	\$ 236.60	
01/28/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
02/09/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
02/09/11	Vigilant	100	\$ 227.00	\$ 52.00	\$ 279.00	\$ 338.00	\$ 304.20	\$ 270.40	\$ 236.60	\$ 236.60	
02/19/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
02/25/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
02/26/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
03/04/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
03/11/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
03/12/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
03/17/11	Perseverance	189	\$ 429.03	\$ 52.00	\$ 481.03	\$ 506.00	\$ 455.40	\$ 404.80	\$ 354.20	\$ 354.20	
03/23/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
03/28/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
03/29/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
03/30/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
04/06/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
04/08/11	John Brix & DBL 79	345	\$ 783.15	\$ 52.00	\$ 835.15	\$ 1,005.00	\$ 904.50	\$ 804.00	\$ 703.50	\$ 703.50	
04/15/11	Sinuk	82	\$ 186.14	\$ 52.00	\$ 238.14	\$ 338.00	\$ 304.20	\$ 270.40	\$ 236.60	\$ 236.60	
04/22/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
04/28/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
05/03/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
05/09/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
05/11/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
05/18/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
05/31/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
06/02/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
06/05/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
06/06/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
06/15/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
06/16/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
06/25/11	Helanka B	177	\$ 401.79	\$ 52.00	\$ 453.79	\$ 506.00	\$ 455.40	\$ 404.80	\$ 354.20	\$ 354.20	
06/27/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	
07/07/11	IT Intrepid	345	\$ 783.15	\$ 52.00	\$ 835.15	\$ 1,005.00	\$ 904.50	\$ 804.00	\$ 703.50	\$ 703.50	
07/08/11	Pacific Wolf & DBL54	395	\$ 896.65	\$ 52.00	\$ 948.65	\$ 1,206.00	\$ 1,085.40	\$ 964.80	\$ 844.20	\$ 844.20	

Dockage Rate Comparison

1/4/2012

Rate Information

Location & Notes	Measurement	Rate
Homer		
Tug not charged if attached to vessel at dock	Per linear foot	\$2.27
Per day charges based on one calendar day		
Tariff specifies a Cruise Ship Dockage Rate: yes, \$2.27/linear foot/calendar day		
Seward		
Tug Not Charged if Attached to Vessel at Dock	Up to 500' per linear foot	\$0.58
Per day charges based on 24 hrs	501'+ per linear foot	\$0.58
Tariff specifies a Cruise Ship Dockage Rate: no		
Seward Terminal - Alaska Railroad		
per Karen, have confidential negotiated contracts	0-300' per foot	\$2.60
with some cruise ships, posted here is from	301-600'	\$3.70
their tariff. Tariff also states 10% increase for 2013	601-700'	\$4.60
	701-800'	\$6.45
	over 800'	\$7.35
Kodiak		
Tug Not Charged if Attached to Vessel at Dock	150' or less per linear foot	\$1.50
Reserved Stall Lessees receive 1st day free, unless its for commercial cargo reasons. Additional days \$1.15/per ft. Transient vessels \$1.15/per ft.	151' to 500' per linear foot	\$2.00
	over 500' per linear foot	\$2.50
Per day charges based on 12 hrs		
Tariff specifies a Cruise Ship Dockage Rate: no		
Valdez		
Tug Not Charged if Attached to Vessel at Dock	0' to 100'	\$110.00
Per day charges based on 24 hrs	101' to 200'	\$149.00
Tariff specifies a Cruise Ship Dockage Rate: no	201' to 300'	\$198.00
	301' to 351'	\$256.00
	352' to 374'	\$319.00
	375' to 400'	\$351.00
	401' to 426'	\$395.00
	427' to 449'	\$432.00
	450' to 475'	\$466.00
	476' to 498'	\$512.00
	499' to 524'	\$580.00
	525' to 551'	\$646.00
	552' to 574'	\$678.00
	575' to 600'	\$752.00
	601' to 626'	\$858.00
	627' to 649'	\$998.00
650' to 675'	\$1,135.00	

	676' to 698'	\$1,282.00
	699' to 725'	\$1,484.00
	726' to 751'	\$1,697.00
	752' to 774'	\$1,925.00
	775' to 800'	\$2,162.00
Anchorage		
Tug Not Charged if Attached to Vessel at Dock	0' to 100'	\$338.00
Per day charges based on 24 hrs	101' to 200'	\$506.00
Tariff specifies a Cruise Ship Dockage Rate: no	201' to 300' (\$3.92 to \$2.63)	\$788.00
	301' to 350'	\$1,005.00
	351' to 375'	\$1,098.00
	376' to 400' (\$3.21 to \$3.02)	\$1,206.00
	401' to 425'	\$1,337.00
	426' to 450'	\$1,490.00
	451' to 475'	\$1,604.00
	476' to 500'	\$1,762.00
	501' to 525'	\$1,996.00
	526' to 550'	\$2,154.00
	551' to 575'	\$2,334.00
	576' to 600' (\$4.48 to \$4.30)	\$2,582.00
	601' to 625'	\$2,957.00
	626' to 650'	\$3,443.00
	651' to 675'	\$3,917.00
	676' to 700'	\$4,420.00
	701' to 725'	\$5,119.00
	726' to 750'	\$5,858.00
	751' to 775'	\$6,644.00
	776' to 800'	\$7,459.00
Whittier		
N/A - No Tugs or Barges	60' limit	\$66.00
Per day charges based on 24 hrs		

Wharfage Rate Comparison

For Cargo/Freight, Seafood, & Fuel

3/14/2012

Port Name	Freight N.O.S./Cargo or similar (per short ton)	Seafood/ Raw Fish or similar (per short ton)	Petroleum Products/Fuel, Inbound & Outbound (per gallon)
Homer	\$7.96	\$4.76	\$0.0103
Seward	\$3.15	\$3.15	\$0.01 (gasoline) / \$0.005 (diesel)
Seward Terminal	\$4.60	\$4.60	n/a
Kodiak	\$4.50	\$6.00 (outbound)	\$0.005 (per contract)*
Valdez	\$3.50	\$3.50 (freight N.O.S.)	\$0.01
Anchorage	\$2.50 (dry, freight N.O.S.)	\$6.00 (freight N.O.S.)	\$0.0125
Whittier	\$9.25 (commercial wharfage)	\$13.85	n/a**
Notes:	Not all commodities have a specific rate. Listed in parenthesis is the type of rate the selected commodities are charged by.		
	*Majority of petroleum products in Kodiak are transferred over a privately owned dock. The product that is transferred over the City-owned dock is based on a contract rate.		
	**Petroleum products in Whittier are transferred over a privately owned dock, not the City's.		

Wharfage Rate Comparison

3/14/2012

Rate Information

Location & Notes	Measurement	Rate
Homer		
Freight N.O.S	Per short ton/or 40 cu.ft.	\$7.96
Poles, logs, cants, or cut finished lumber per MBM	Per thousand board feet	\$3.95
Petroleum Products	Per barrel	\$0.39
Petroleum Products (inbound & outbound)	Per gallon	\$0.0103
Wood Chips (all grades)	As per contract	
Seafood/Fish Products	Per ton across dock	\$4.76
Livestock/Fowl	Per head/crate	\$10.12
Boats moved over dock (20' or less)	Per boat	\$15.66
Boats moved over dock (over 20')	Per linear foot	\$1.60
Barge Ramp	Per ton	\$5.14
Seward		
Freight N.O.S	Per short ton/or 40 cu.ft.	\$3.15
Scrap (iron, steel)	Per short ton/or 40 cu.ft.	\$3.15
Raw Fish, Unprocessed	Per short ton/or 40 cu.ft.	\$3.15
Poles, logs, cants, or cut finished lumber per MBM	Per thousand board feet	\$3.15
Petroleum Products (inbound)	Per barrel	\$0.18
Petroleum Products (outbound)	Per barrel	\$0.25
Petroleum Products (gasoline)	Per gallon	\$0.01
Petroleum Products (diesel)	Per gallon	\$0.005
Plastic Material	Per short ton/or 40 cu.ft.	\$4.20
Explosives	Per short ton/or 40 cu.ft.	\$26.25
Vans or Containers (net contents weight)	Per short ton/or 40 cu.ft.	\$2.10
Vehicles (gross vehicle weight)	Per short ton/or 40 cu.ft.	\$5.25
Bulk Gravel	Per short ton/or 40 cu.ft.	\$0.26
Bulk Salt	Per short ton/or 40 cu.ft.	\$0.89
Seward Terminal - AK Railroad		
Freight N.O.S	Per short ton	\$4.60
Raw Fish, Unprocessed	Per short ton	\$4.60
Poles, logs, cants, or cut finished lumber per MBM	Per thousand board feet	\$4.00
Containers, Empty	Each	\$11.00
Bulk Gravel	Per short ton	\$1.10
Kodiak		
Outbound Seafood Products	Per short ton	\$6.00
General Cargo	Per short ton	\$4.50
Rock	Per short ton	\$1.00
Hazardous/Contaminated Materials	Per short ton	\$10.00
Fuel	As per contract per barrel	\$0.215
Fuel	As per contract per gallon	\$0.005
Passenger Vessels Tonnage Fee*	Per net ton	\$0.15
Passenger Lightering*	Per day	\$500.00

*Excludes AMHS Vessels		
Valdez		
Explosives	Per short ton/or 40 cu.ft.	\$15.00
Freight N.O.S	Per short ton/or 40 cu.ft.	\$3.50
Logs	Per thousand board-feet	\$3.50
Pulp Logs	Per short ton	\$0.50
Wood Chips (all grades)	Per BDU	\$1.56
Petroleum Products (inbound & outbound)	Per barrel	\$0.10
Petroleum Products (inbound & outbound)	Per gallon	\$0.01
Anchorage		
Aggregates	Per short ton	\$1.00
Freight N.O.S.	Per short ton	\$6.00
Bulk Commodities, Dry, N.O.S.	Per short ton	\$2.50
Cement (through hoses to/from mobile bulk carriers)	Per short ton	\$4.50
Cement (super sacks)	Per short ton	\$4.50
Cement (through pipelines to/from storage tanks)	Per short ton	\$1.37
Coal	Per short ton	\$0.01
Iron or Steel Articles	Per short ton	\$4.50
Logs	Per thousand board-feet	\$2.50
Lumber	Per MBM	\$4.50
Wood Chips	Per short ton	\$3.00
Petroleum Products (inbound & outbound)	Per barrel	\$0.135
Petroleum Products (transfer)	Per barrel	\$0.04
Petroleum Products, Fuel (inbound & outbound)	Per gallon	\$0.0125
Powder (explosives)	Per short ton	\$15.00
Vans or Containers (net contents weight)	Per short ton	\$3.00
Vans or Containers, Empties Returning	Each	\$10.00
Vehicles, Automobiles	Per short ton	\$10.00
Vehicles, Trailers/Motor Homes	Per short ton	\$8.00
Vehicles, Heavy Equipment	Per short ton	\$11.00
Whittier		
Commercial Wharfage	Per ton	\$9.25
Raw Fish	Per ton	\$13.85

Annual Moorage Rates Comparison

Updated February 13, 2012

Harbor Location	Rate Formula	18'	20'	24'	32'	40'
RESERVED OR TENANT						
Homer	\$35.22 x length + admin	\$683.96	\$754.40	\$895.28	\$1,177.04	\$1,458.80
Whittier	\$64.20 x length	\$1,155.60	\$1,284.00	\$1,540.80	\$2,054.40	\$2,568.00
Seward	\$45.10 x length + CRR* fee	\$871.80	\$962.00	\$1,202.40	\$1,563.20	\$1,924.00
Valdez	\$26.62 X length	\$479.16	\$532.40	\$638.88	\$851.84	\$1,064.80
Kodiak	\$30.00 X 0 to 40' length	\$540.00	\$600.00	\$720.00	\$960.00	\$1,200.00
TRANSIENT						
Homer	\$35.22 x length + admin	\$683.96	\$754.40	\$895.28	\$1,177.04	\$1,458.80
Whittier	\$64.20 x length	\$1,155.60	\$1,284.00	\$1,540.80	\$2,054.40	\$2,568.00
Seward	\$49.61 x length + CRR* fee	\$952.98	\$1,052.20	\$1,310.64	\$1,707.52	\$2,104.40
Valdez	\$30.61 X length (115% of reserved)	\$550.98	\$612.20	\$734.64	\$979.52	\$1,224.40
Kodiak	\$30.00 X 0 to 40' length (caps at annual rate)	\$540.00	\$600.00	\$720.00	\$960.00	\$1,200.00
* Capital Renewal & Replacement fee						

Rules or Category	2011		2012 PROPOSED
	2010 Rates	& CURRENT RATES	
34.13 Wait List Fee	\$ 30.00	\$ 30.00	
34.15 Waste Oil over 5 gallon per gallon	\$ 3.25	\$ 3.25	
34.18b Annual Moorage Fee	\$ 34.19	\$ 35.22	
Administrative Charge	\$ 50.00	\$ 50.00	
34.19			
Dockage	\$ 2.20	\$ 2.27	
Cruise Ship Dockage	\$ 2.20	\$ 2.27	
Cruise Ship Service Charge	\$ 467.50	\$ 481.53	
Dockage Service Charge	\$ 50.00	\$ 52.00	
34.2			
Freight N.O.S.	\$ 7.96	\$ 7.96	
Freight at Barge Ramp	\$ 5.14	\$ 5.14	
Poles, Logs, cants or cut	\$ 3.95	\$ 3.95	
Petroleum Products			
Barrel	\$ 0.37	\$ 0.39	
Gallon	\$ 0.01	\$ 0.0103	
Seafood/Fish Products	\$ 4.62	\$ 4.76	
Livestock	\$ 10.12	\$ 10.12	
Fowl	\$ 10.12	\$ 10.12	
Boats			
Up to 20 ft. Each	\$ 15.66	\$ 15.66	
Over 20 ft. per lineal ft.	\$ 1.60	\$ 1.60	
34.21			
Demurrage per sq. ft.	\$ 0.08	\$ 0.09	
34.22 Uplands Storage			
Open area fishing gear	\$ 0.12	\$ 0.12	
Open area non-fishing gear	\$ 0.17	\$ 0.17	
Fenced storage yard	\$ 0.24	\$ 0.24	
Shelter Deck Storage/per month	\$ 35.00	\$ 35.00	
34.23 Tidal Grids			
0 - 59'	\$ 1.02	\$ 1.05	
60 - 80'	\$ 2.48	\$ 2.55	
81 - 100'	\$ 3.16	\$ 3.25	
101 - 120'	\$ 3.70	\$ 3.82	
121 - 140'	\$ 4.11	\$ 4.24	
34.25			

WWD Potable Water			
Per Thousand Gallon	\$	37.68	\$ 38.81
Connect/Disconnect Scheduled	\$	99.00	\$ 102.00
Connect/Disconnect Not Scheduled	\$	135.26	\$ 139.32
Electricity			
Reserved Stall			
Meter Availability Fee	\$	23.25	\$ 23.95
Connect/Disconnect Fee	\$	27.96	\$ 28.80
Transient Vessel			
Meter Availability Fee	\$	27.96	\$ 28.80
Connect/Disconnect Fee	\$	27.96	\$ 28.80
Non-Metered Power			
Daily			
110 volt	\$	9.90	\$ 10.20
220 volt	\$	19.53	\$ 20.12
208 volt three phase	\$	43.88	\$ 45.20
Monthly			
110 volt	\$	148.22	\$ 152.67
220 volt	\$	331.74	\$ 341.70
Towing inside Harbor			
1/2 hour	\$	66.00	\$ 68.00
1 hour	\$	99.00	\$ 102.00
Pumping Vessel			
Elect Pump per day	\$	39.60	\$ 40.79
Gas Pump per hour (includes attendant)	\$	67.93	\$ 69.97
City Personnel Labor			
per hour	\$	99.00	\$ 102.00
per 1/2 hour	\$	49.50	\$ 51.00
Waste oil over 5 gal - per gal	\$	3.25	\$ 3.35
Regulated Garbage Handling	\$	800.00	\$ 800.00
Regulated Garbage per 100 lbs.	\$	90.00	\$ 90.00
34.27 Search & Rescue per hour	\$	99.00	\$ 102.00
34.28			
Boat Launch Ramp			
Per day	\$	12.00	\$ 13.00
Season Pass	\$	125.00	\$ 130.00

34.29			
Beaches/Barge Ramp			
Vessels up to 50 ft. per foot	\$ 1.45	\$ 1.50	
Vessels over 50 ft. per foot	\$ 1.45	\$ 1.50	
34.3			
Fish Dock			
Vessels blocking cranes per hr	\$ 150.00	\$ 150.00	
Unattended vessels	\$ 150.00	\$ 150.00	
Annual access	\$ 50.00	\$ 52.00	
Card Replacement Fee	\$ 15.00	\$ 15.00	
Cold Storage Fee per month	\$ 325.00	\$ 334.75	
Two consecutive months	\$ 300.00	\$ 309.00	
Three consecutive months	\$ 275.00	\$ 283.25	
Nine month season	\$ 250.00	\$ 257.50	
Bait Storage Fee (4x4x4)			
Per day	\$ 5.00	\$ 5.15	
Per week	\$ 25.00	\$ 25.75	
Per month	\$ 75.00	\$ 77.25	
Crane usage per hour	\$ 88.00	\$ 90.64	
Ice per ton	\$ 115.50	\$ 119.00	
Seafood wharfage	\$ 4.62	\$ 4.76	
Freight non seafood per ton	\$ 14.00	\$ 14.50	
Parking per calendar day	\$ 5.00	\$ 5.00	
Labor Day - Memorial Day			
Fish Grinder			
Tub	\$ 4.00	\$ 5.00	
Tote	\$ 20.00	\$ 30.00	
Swap Request	\$ 25.00	\$ 25.00	

Port & Harbor

Monthly Statistical & Performance Report

For the Month of: **February 2012**

<u>Moorage Sales</u>	<u>2012</u>	<u>2011</u>	<u>Stall Wait List</u>	<u>2012</u>	<u>2011</u>
Daily Transient	3	10	No. on list at Month's End		
Monthly Transient	49	44	18' Stall	1	1
Semi-Annual Transient	1	2	20' Stall	1	0
Annual Transient	3	3	24' Stall	8	11
Annual Reserved	3	0	32' Stall	36	36
			40' Stall	28	28
			50' Stall	17	14
			75' Stall	5	6
			Total:	96	96
<u>Grid Usage</u>	<u>2012</u>	<u>2011</u>	<u>Docking & Beach/Barge Use</u>	<u>2012</u>	<u>2011</u>
1 Unit = 1 Grid Tide Use			1 Unit = 1 or 1/2 Day Use		
Wood Grid	2	2	Deep Water Dock	19	14
Steel Grid	1	2	Pioneer Dock	16	25
			Beach Landings	2	0
			Barge Ramp	4	4
<u>Services & Incidents</u>	<u>2012</u>	<u>2011</u>	<u>Wharfage (in short tons)</u>	<u>2012</u>	<u>2011</u>
Vessels Towed	0	2	In Tons, Converted from Lb./Gal.		
Vessels Moved	4	3	Seafood	774	423
Vessels Pumped	6	4	Cargo/Other	14	38
Vessels Sunk	0	1	Fuel	43,966	28,738
Vessel Accidents	1	0			
Vessel Impounds	0	0			
Equipment Impounds	0	0			
Vehicle Impounds	0	0			
Property Damage	1	0			
Pollution Incident	2	2			
Fires Reported/Assists	0	0			
EMT Assists	1	3			
Police Assists	2	0			
Public Assists	13	17			
Thefts Reported	0	0			
<u>Parking Passes</u>	<u>2012</u>	<u>2011</u>	<u>Crane Hours</u>	<u>2012</u>	<u>2011</u>
Long-term Pass	0	n/a		147.8	86.7
Seasonal Pass	0	n/a			
			<u>Ice Sales</u>	<u>2012</u>	<u>2011</u>
			For the Month of February	*	*
			*Shut Down for Maintenance		
			Year to Date Total	0	0
			<u>Difference between</u>		
			<u>2011 YTD and 2012 YTD:</u>	<u>0 tons</u>	

WEEKLY CRANE TIME / TONS OF ICE
City of Homer - Fish Dock 2012

Date From	Date To	Crane Hours (Weekly)	YTD Crane	Tons of Ice (Weekly)	YTD Ice
1/2/2012	1/8/2012	18.2	18.2	shut down for maintenance	
1/9/2012	1/15/2012	20.9	39.1	shut down for maintenance	
1/16/2012	1/22/2012	16.2	55.3	shut down for maintenance	
1/23/2012	1/29/2012	11.5	66.8	shut down for maintenance	
1/30/2011	2/5/2012	-	-	shut down for maintenance	
2/6/2012	2/12/2012	54.3	121.1	shut down for maintenance	
2/13/2012	2/19/2012	35.5	156.6	shut down for maintenance	
2/20/2012	2/26/2012	21.5	178.1	shut down for maintenance	
2/27/2012	3/4/2012	36.5	214.6	shut down for maintenance	
3/5/2012	3/11/2012	43.4	258	shut down for maintenance	
3/12/2012	3/18/2012	44.1	302.1	32	32
3/19/2012	3/25/2012				
3/26/2012	4/1/2012				
4/2/2012	4/8/2012				
4/9/2012	4/15/2012				
4/16/2012	4/22/2012				
4/23/2012	4/29/2012				
4/30/2012	5/6/2012				
5/7/2012	5/13/2012				
5/14/2012	5/20/2012				
5/21/2012	5/27/2012				
5/28/2012	6/3/2012				
6/4/2012	6/10/2012				
6/11/2012	6/17/2012				
6/18/2012	6/24/2012				
6/24/2012	7/1/2012				
7/2/2012	7/8/2012				
7/9/2012	7/15/2012				
7/16/2012	7/22/2012				
7/23/2012	7/29/2012				
7/30/2012	8/5/2012				
8/6/2012	8/12/2012				
8/13/2012	8/18/2012				
8/19/2012	8/26/2012				
8/27/2012	9/2/2012				
9/3/2012	9/9/2012				
9/10/2012	9/16/2012				
9/17/2012	9/23/2012				
9/24/2012	9/30/2012				
10/1/2012	10/7/2012				
10/8/2012	10/14/2012				
10/15/2012	10/21/2012				
10/22/2012	10/28/2012				
10/29/2012	11/4/2012				
11/5/2012	11/11/2012				
11/12/2012	11/18/2012				
11/19/2012	11/25/2012				
11/26/2012	12/2/2012				
12/3/2012	12/9/2012			shut down for maintenance	
12/10/2012	12/16/2012			shut down for maintenance	
12/17/2012	12/23/2012			shut down for maintenance	
12/24/2012	12/30/2012			shut down for maintenance	
12/31/2012				shut down for maintenance	

2012 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 9, 23	<u>ZIMMERMAN</u>
February 13, 27	<u>CARROLL</u>
March 12, 27(Tuesday)	<u>WEDIN</u>
April 9, 23	<u>HARTLEY</u>
May 14, 29(Tuesday)	<u>ULMER</u>
June 11, 25	<u>HOWARD</u>
July 23	<u>ZIMMERMAN</u>
August 13, 27	<u>ULMER</u>
September 10, 24	<u>SEPTEMBER</u>
October 8, 22	<u>WEDIN</u>
November 26	<u>HOTTMANN</u>
December 10	<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.

