



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: January 6, 2021
SUBJECT: City Manager's Report for January 11, 2021 Council Meeting

Main Street Sidewalks

The design for the Main Street Sidewalk project is at 35% development. Public Works Director Keiser will be discussing this project at the Committee of the Whole. See attached for a memo and drawings relevant to the project.

Winter King Tournament

The Homer Chamber of Commerce is asking Alaska Department of Fish and Game to make a onetime modification to their rules to accommodate their annual Winter King Tournament occurring in April. The Chamber would like fish caught as part of the tournament to not count against the limit of five king salmon per fisherman between April 1st and August 31st. Staff has prepared a draft letter of support which I will provide to the Chamber after this meeting if there is no objection from the Council. The letter and a PDF of ADF&G regulations are attached.

Winter Recreation Champions

Our winter recreation working group put together a compact wintertime activity guide highlighting tips for winter recreation in Homer. See attached for a draft which, when finalized, will be included in future water/sewer bills.

Alaska Marine Highway System Outreach Partnership with Seldovia

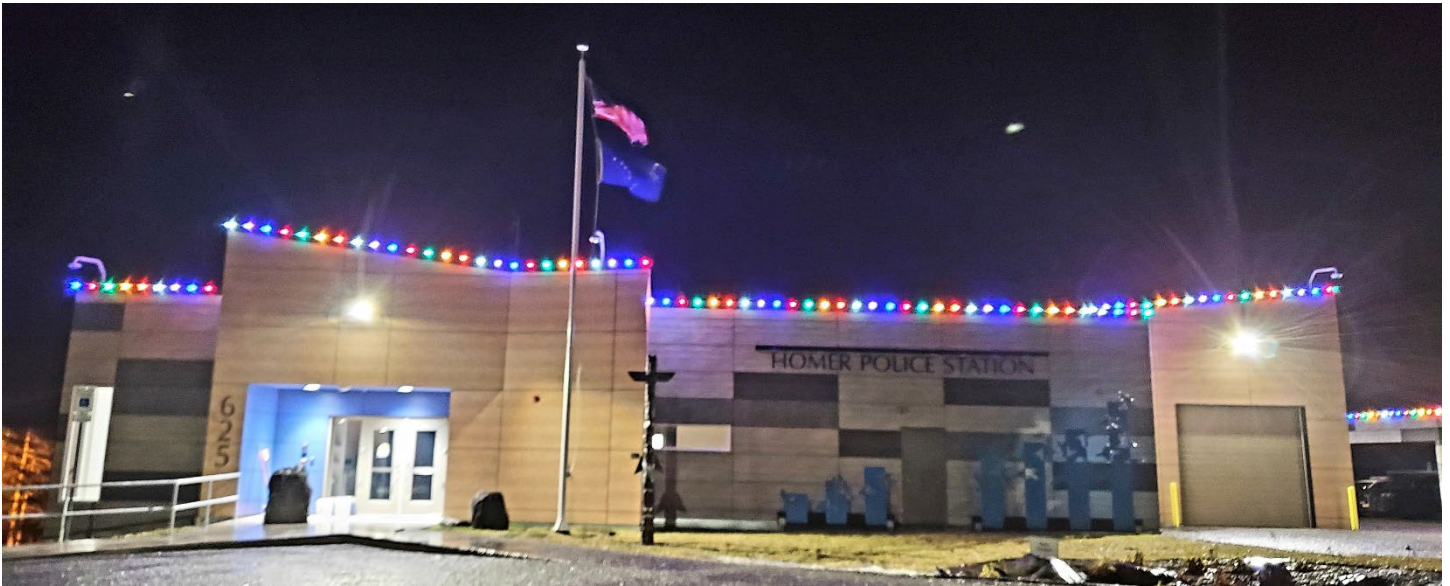
The Seldovia City Council is interested in opportunities to co-author a letter to the Governor regarding regional concerns with the Alaska Marine Highway System. Attached is a letter to the Mayor and Council from Seldovia's City Manager, an existing letter from Seldovia to the Governor, and a resolution passed by their Council.

New Finance Employee Joins the Team in January

We have successfully recruited to fill the additional Finance position approved by Council with Ordinance 20-44. Kaela Jiron accepted the position and she will become a member of the Finance team by mid-January. We are excited to incorporate her energy and enthusiasm for Accounting into our team. Ordinance 20-77 authorized the remodel of office space and the purchase of furniture for the new position. The cubicle workspace has been ordered and installed. We are continuing to work on ordering the remainder of the workspace items.

Light Up Homer Campaign

Through the Light Up Homer Campaign, the City loaned strings of lights to Homer Businesses who committed to installing them. The Chamber of Commerce helped the Public Works Department recruit participants, and over a dozen chose to participate. Additionally, we lit up the Public Works building, multiple parks facilities, the library, and the Police station. See below for example photos.



Library Western Lot Trail Project Update

Friends of Homer Library is currently developing a proposal for improvements to the “western lot” area of the library facility. See the attached memo from Library Director Barry for more information.

Bishops Beach Parcel

The Council adopted ordinance 20-76(A) directing me to purchase a parcel at Bishops Beach. The City took possession of the parcel on January 4th and will designate it as part of Bishops Beach Park.

Homer Police Station Architectural Award

The Alaska Chapter of the American Institute of Architects (AIA) awarded the Homer Police Station for its creative use of materials. This award was voted on by attendees to AIA Alaska’s virtual conference. See attached for the award and images submitted to the AIA.

Camping Report for 2020

Unsurprisingly, campground revenues and total campers were down in 2020 due to the pandemic. There was however a bright spot in the number of campers who visited Homer in the shoulder seasons. See attached for a report from the Parks Division.

Personal Watercraft in Kachemak Bay

A decision signed by Alaska Department of Fish & Game Special Assistant Rick Green, effective January 9th, allows personal watercraft (PWC), such as jet skis, to access Kachemak Bay for the first time in almost 20 years. This change has created concerns in the community which include, but are not limited to, public safety, shoreline protection, and recovery of the appropriate fees for PWC usage of harbor facilities. I am looking for direction from Council as to how they would like to move forward regarding this issue, see attached for a memo outlining some basic information and concerns.

J & H Consulting Meeting

On Dec 23, 2020, key staff met with Christine Hess and Reggie Joule of J&H Consulting to get acquainted and get a general overview of the State legislative landscape for 2021 as it pertains to City projects and interests. J&H Consulting will be providing written updates every 10-12 days for distribution and are available to give presentations to Council. They also recommended inviting the Kenai Peninsula delegation to attend a Council meeting to share information about the City's major projects and legislative concerns. If Council is interested, I would like to plan that with Council and J&H.

COVID-Related Updates

CARES Act Funding

President Trump signed legislation on December 27th which included an extension for the use of CARES Act funds. While this is a welcome respite for a few of our projects, we are still working to wrap up all CARES Act projects as soon as possible. I anticipate that all CARES Act related spending will be complete by the end of January.

COVID Risk Status

I continue to meet with staff to review our risk level regarding the COVID threat in our community. On November 23rd I moved the City to "Red" status and we remain there today. As an organization we have been doing quite well, at the time of this report we have zero active COVID cases. While we're not currently seeing much COVID activity within our organization, we are continuing to take a conservative approach to COVID-safety due to stresses on the healthcare system at a statewide level.

COVID Vaccine Update

City staff has been working with the Kenai Peninsula Borough Office of Emergency Management, local healthcare providers, and other members of the Unified Command to collaborate on ways to plan for and work together in regards to vaccine distribution. So far some City employees in the Police and Fire Departments have received the first and second shots of the vaccine series. No significant adverse reactions have been reported at the date of this report's writing. It's hard to say how much vaccine will be available and on what timeline here in Homer, but staff is committed to being a good partner in the roll-out process.

Council Chambers Update

Work continues on the Council Chamber update. This project is one that will spill over into 2021. See below for a progress picture.



Enclosures:

1. Main Street Sidewalk Memo and Drawings
2. Winter King Tournament Letter and ADF&G Regulations PDF
3. Winter Recreation Flyer
4. Seldovia Ferry Letter
5. Western Lot Trail Project Memo and Trail Maps
6. Homer Police Station Award
7. 2020 Camping Report
8. PWC Memo



City of Homer

www.cityofhomer-ak.gov

Public Works

3575 Heath Street
Homer, AK 99603

publicworks@cityofhomer-ak.gov

(p) 907- 235-3170

(f) 907-235-3145

Memorandum

TO: Robert Dumouchel, City Manager
FROM: Janette Keiser, PE, Director of Public Works/Acting City Engineer
DATE: December 22, 2020
SUBJECT: Main Street Sidewalk – 35% Design

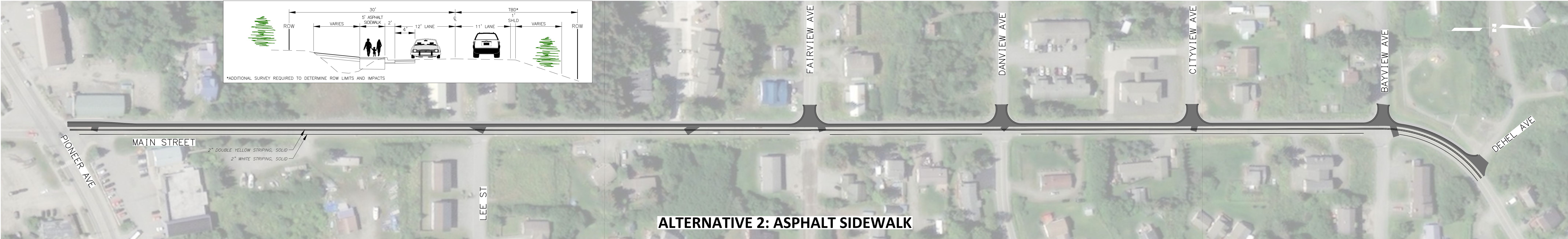
Issue: The design for the Main Street Sidewalk project is currently at 35% development. The purpose of this Memorandum is to describe the public outreach we will be conducting to brief relevant stakeholders on what the project is going to look like.

Background: The City issued a contract to design the Main Street Sidewalk Project, extending the sidewalk from Pioneer Avenue to Bayview Park to HDL Engineering. HDL has progressed the design the 35% level, which is not enough to build from, but enough to envision what the project will look like. For example, this level of design allows us to identify drainage problems, identify impacts on neighboring properties and layout the basic dimensions of the new road/sidewalk cross-section.

The intent is to build a sidewalk on the west side of the street only, with minimal impact to the existing road. We have not planned for any improvements on the east side of the road or any bicycle paths. That being said, it may be possible to widen the asphalt on the east side of the roadway and paint a lane on the widened section. This would provide a 2-3-foot wide strip on the non-sidewalked side of the road, which, while not an approved bicycle lane, could be used by people who want to travel on that side of the road. This feature could be added to the Bid Documents as an Additive Alternative, so, if we had funding, we could add this element to the construction contract.

We will be presenting the 35% design, including a plan view and a cross-section of what the configuration looks like, to the Planning Commission on January 6, 2020 and to the PARCAC at their next regularly scheduled meeting, which is in February.

HOMER MAIN STREET SIDEWALK IMPROVEMENTS





City of Homer

www.cityofhomer-ak.gov

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121

(f) 907-235-3140

Homer Chamber of Commerce
201 Sterling Highway
Homer, AK 99603

January 12, 2021

Dear Homer Chamber of Commerce,

The City of Homer supports the Homer Chamber of Commerce's request to the Alaska Department of Fish and Game to allow a onetime change to winter king fishery regulations for the annual Winter King Tournament. Traditionally the tournament is held in March, under winter king fishery regulations. The summer fishery rules start on April 1st and limit fisherman to five king salmon between April 1st and August 31st. The City supports the Chamber asking for a onetime exception to allow the tournament to occur in April, and for fish caught to not count against the five fish seasonal limit.

The Chamber has been advised by our local hospital that COVID-19 vaccines will be more available and more people will have been vaccinated later in the year, which will allow for a safer event. Additionally, a later event will allow more personal vessels to participate because there will be less ice in the harbor – thereby allowing smaller boats with only household members aboard to participate, rather than taking a charter with other unrelated people.

The City supports COVID-19 precautions as well as outdoor recreation. This onetime allowance will benefit the public and the City of Homer.

Sincerely,

Rob Dumouchel, City Manager

COOK INLET AND KACHEMAK BAY SALT WATERS

General Regulations - Cook Inlet and Kachemak Bay

Inclusive waters: Salt waters of Cook Inlet west of Gore Point and north of Cape Douglas, including Kachemak Bay and the Barren Islands.

The Fishing Season for all species is open year-round unless otherwise noted below.

KING SALMON

- **Summer Fisheries (April 1–August 31):**
 - **North of the latitude of Bluff Point (59° 40' N):**
 - 1 per day, 1 in possession (of any size).
 - See regulations for Special King Salmon Management Area on page 75.
 - **South of the latitude of Bluff Point (59°40'N):**
 - 2 per day, 2 in possession (of any size).
 - 20 inches or longer:
 - There is a combined annual limit of 5 king salmon 20 inches or longer from the waters of the following areas: Cook Inlet Salt Waters, West Cook Inlet, Susitna River Drainage, Knik Arm, Anchorage Bowl, and Kenai Peninsula.
 - If you retain a king salmon 20 inches or longer, you must immediately record that harvest. See page 5 for recording instructions.
 - A king salmon 20 inches or longer that is removed from salt water must be retained and becomes part of the bag limit of the person who originally hooked the fish. You must not remove a king salmon 20 inches or longer from the water before releasing it.
- **Winter Fishery (September 1–March 31):**
 - **All Cook Inlet and Kachemak Bay salt waters:**
 - 2 per day, 2 in possession (of any size).
 - No annual limit in effect; recording of king salmon harvest is not required during this timeframe.

OTHER SALMON

- 6 per day, 6 in possession, only 3 per day, 3 in possession may be coho (silver) salmon.
- Pink salmon taken in a sport fishery may be used as bait, but are part of your bag limit.

RAINBOW/STEELHEAD TROUT

- **No retention.** All rainbow/steelhead trout must be released immediately.

DOLLY VARDEN

- 5 per day, 5 in possession.

LINGCOD

- **July 1–December 31:** 2 per day, 2 in possession, must be at least 35 inches long with head attached or 28 inches from tip of tail to front of dorsal fin with head removed.

ROCKFISH

- 5 per day, 10 in possession, only 1 per day, 2 in possession may be nonpelagic (see chart on page 92).

HALIBUT

Pacific halibut fisheries are managed by the federal government under international treaty. See page 7 for federal contact information.

- **Season:** February 1–December 31.
- **Unguided anglers:** 2 per day, 4 in possession.
- **Consult federal regulations for the following:**
 - 1) Bag, possession and size limits and other regulations for guided (charter) anglers.
- **Filleting requirements for fish cleaned at sea:** No person shall possess on board a vessel, including charter vessels and pleasure craft used for fishing, Pacific halibut that have been filleted, mutilated, or otherwise disfigured in any manner, except that each Pacific halibut may be cut into no more than 2 ventral pieces, 2 dorsal pieces, and 2 cheek pieces, with a patch of skin on each piece, naturally attached.

SPINY DOGFISH

- 5 per day, 5 in possession.

SHARKS (EXCEPT SPINY DOGFISH)

- 1 per day, 1 in possession.
- There is an annual limit of 2 sharks. These harvested fish must be recorded. See page 5 for recording instructions.

OTHER FINFISH

- No limit.

SHELLFISH

- See page 76.

Methods and Means - Cook Inlet and Kachemak Bay

Underwater spear:

- In salt water, spears and spearguns may be used to take fish, subject to applicable seasons and bag limits, by persons who are completely submerged, provided the spear or speargun is not tipped with an explosive charge.

Sport fishing gear for herring and smelt (hooligan):

- In salt water, herring and smelt may be taken with the use of 15 or fewer unbaited, single or multiple hooks attached to a single line.

Gaffs:

- A gaff may not be used to puncture any fish intended or required to be released.

Attention salt water anglers:

As of January 1, 2020, anglers must carry a deepwater release device onboard their vessel when sport fishing in salt water and will be required to use the device to release rockfish that are not harvested at depth of capture or 100 feet.

Methods and Means - Cook Inlet and Kachemak Bay (continued)

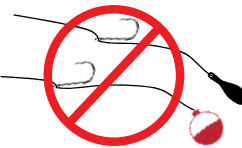
Snagging:

- Snagging is prohibited. You may not intentionally snag or attempt to snag any species of fish:
 - Year-round in Cook Inlet north of a line extending west from Bluff Point. See map.
 - Year-round in the Nick Dudiak Fishing Lagoon (see Special Regulations).
- **Snagging is allowed:**
 - Year-round in Cook Inlet south of a line extending west from the latitude of Bluff Point (except for the Nick Dudiak Fishing Lagoon).

Special Regulations - Cook Inlet and Kachemak Bay

Nick Dudiak Fishing Lagoon Area (The Fishing Hole)—Along the east side of the Homer Spit, from the Homer City Dock near the entrance of the Homer Boat Harbor to ADF&G markers about 200 yards northwest of the entrance to the Nick Dudiak Fishing Lagoon Area (including the Homer Boat Harbor and the fishing lagoon) to a distance of 300 feet from shore:

- King salmon:
 - 2 per day, 2 in possession, no size limit.
 - From April 1–August 31, king salmon 20 inches or longer must be recorded (see page 5).
- Other salmon (including coho salmon) in combination:
 - 6 per day, 6 in possession.
- **Snagging is not permitted except by emergency order.**
- Weights, bobbers or any flotation device (including pieces of foam or marshmallows) following a hook or hooks may not be used when these waters are closed to snagging.



Nick Dudiak Fishing Lagoon Youth-Only King and Coho Salmon Fisheries:

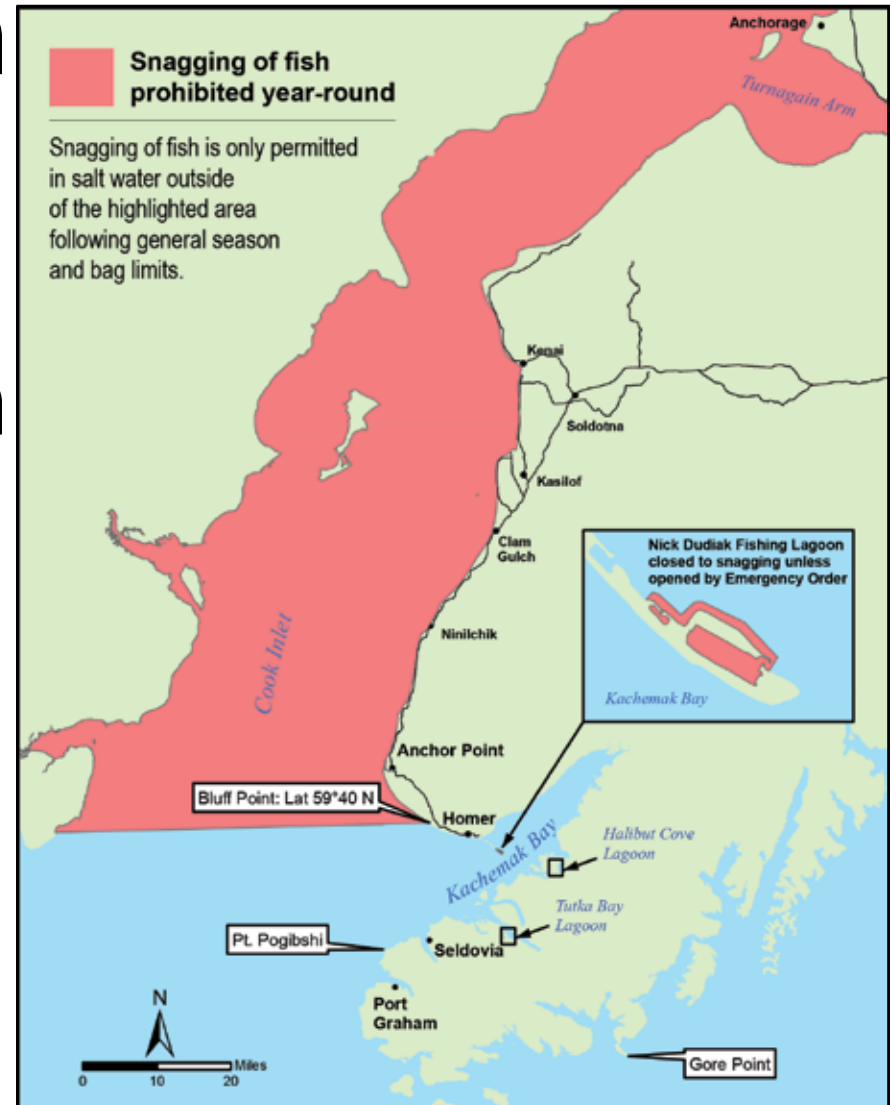
- Youth Fishery Zones established for persons 15 years of age or younger. The first Saturday in June (June 6, 2020) and August (August 1, 2020).

Tutka Bay Lagoon:

- The marine waters of Tutka Bay Lagoon within 100 yards of the Tutka Bay Lagoon hatchery net pens are closed year-round to sport fishing for any species.

Homer Barge Basin

- Closed year-round to all fishing.

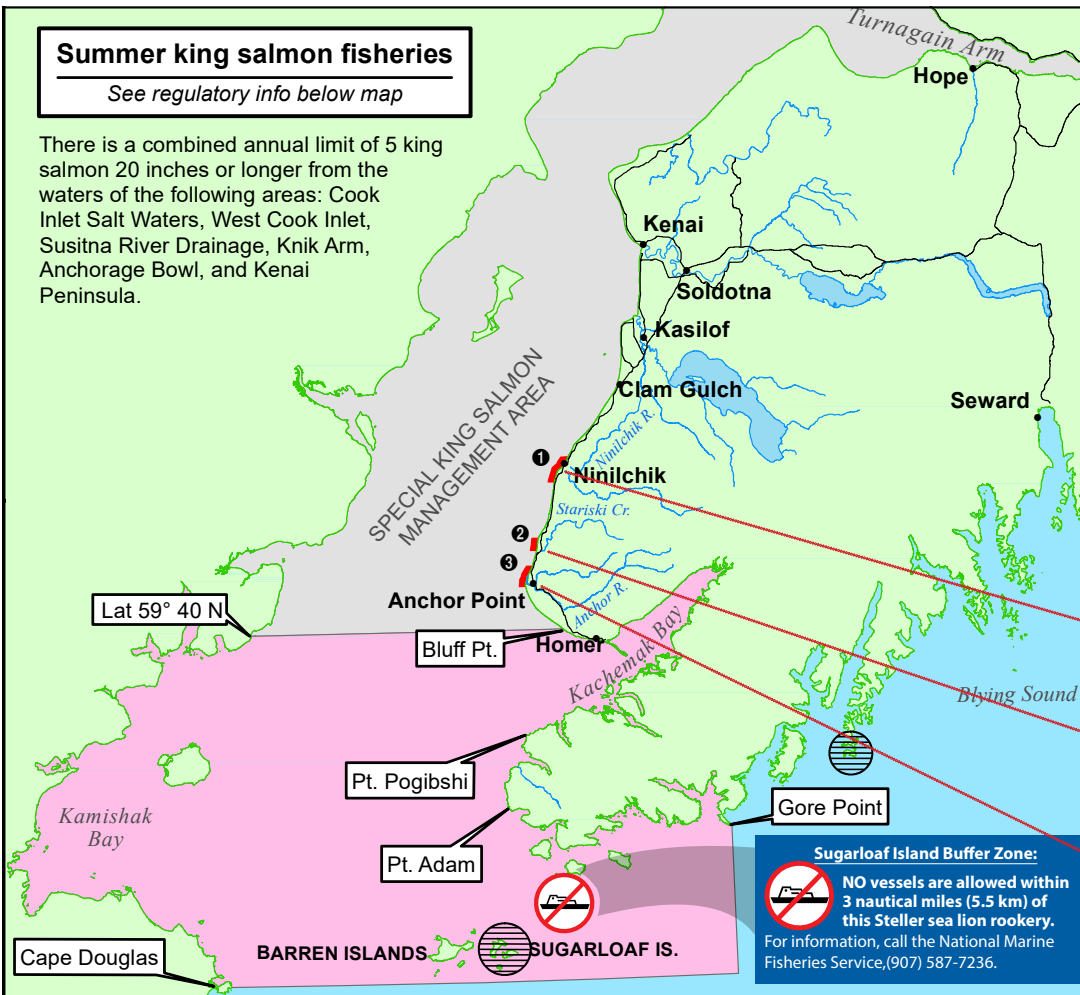


Stocked salmon fisheries in China Poot Bay and Tutka Bay Lagoon are paid for by enhancement taxes on commercial fisheries. Please be courteous—avoid commercial boats in these locations.

Summer king salmon fisheries

See regulatory info below map

There is a combined annual limit of 5 king salmon 20 inches or longer from the waters of the following areas: Cook Inlet Salt Waters, West Cook Inlet, Susitna River Drainage, Knik Arm, Anchorage Bowl, and Kenai Peninsula.



REGULATIONS FOR SPECIAL KING SALMON MANAGEMENT AREA (APRIL 1 - AUGUST 31)

Inclusive waters: All salt waters north of the latitude of Bluff Point.

- **April 1–August 31:** The following regulations apply:
 - Anglers may not continue fishing for king salmon within the Special King Salmon Management Area after harvesting a king salmon 20 inches or longer.
 - Guides may not sport fish while a client is present or within the guide's control or responsibility, unless the guide is providing assistance to a client with a disability as defined in the Americans with Disabilities Act.
 - ■ April 1–July 15: The following salt water areas **1**, **2** and **3** surrounding stream mouths are Conservation Zones and are **closed to all fishing**.
 - 1** About 1 mile north of the Ninilchik River ($60^{\circ} 03.99' N$) to ADF&G markers 2 miles south of Deep Creek ($60^{\circ} 00.68' N$), and within 1 mile of shore; **except conservation zone 1 is open May 23–25, May 30–June 1, and June 6–8 to fishing from shore.**
 - 2** from the latitude of an ADF&G marker located 1 mile north of Stariski Creek ($59^{\circ} 54.37' N$) to the latitude of an ADF&G marker located 1 mile south of Stariski Creek ($59^{\circ} 52.98' N$), and within 1 mile of shore; and
 - 3** from the latitude of ADF&G markers 2 miles north of the Anchor River ($59^{\circ} 48.92' N$) to the latitude of the Anchor Point Light ($59^{\circ} 46.14' N$) about 1 3/4 miles south of the Anchor River, and within 1 mile of shore.

April 1 - August 31: Summer King Salmon Fishery

• **King salmon limits April 1–August 31:**

- North of Bluff Point $59^{\circ} 40' N$ to $60^{\circ} 03.99' N$ (Special King Salmon Management Area)
1 per day, 1 in possession any size. *Note: See Special Regulations at right.*
- South of Bluff Point ($59^{\circ} 40' N$) to $60^{\circ} 03.99' N$: 2 per day, 2 in possession (any size).

September 1 - March 31: Winter King Salmon Fishery

- Inclusive waters: ALL of Cook Inlet and Kachemak Bay salt waters.
- **King salmon September 1–March 31:**
 - 2 per day, 2 in possession (any size).
 - No annual limit in effect. Harvest of king salmon does not need to be recorded in this area September 1–March 31.

Tanner Crab "Standard" or "Limited" Fishery

Either the "Standard" or "Limited" tanner crab fishery will take place each year. The decision to open either fishery is based on pre-season trawl surveys of tanner crab.

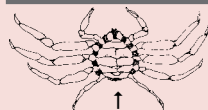
Fisheries are announced prior to the opening of the season in a Press Release issued by ADF&G. Sign up to receive Press Releases at: www.wefishak.alaska.gov

Tanner Crab - Limited Fishery

TANNER CRAB LIMITED FISHERY

- Cook Inlet and North Gulf Coast waters:
 - A permit is required and is available online at: www.adfg.alaska.gov/store .
 - **Season:** October 1 - February 28:
 - Male crabs only, 4½ inch minimum: 3 per day, 3 in possession.
 - May operate 1 pot or one ring net per vessel.

Female - NO HARVEST ALLOWED



Wide abdominal flap covers most of underside (females are usually smaller than legal size)

Male



Narrow abdominal flap



Width measurement of Tanner crab is the straight-line distance across the carapace, including spines.

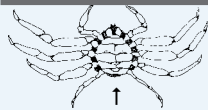
There is an annual limit of 20 crabs per person.

Tanner Crab - Standard Fishery

TANNER CRAB STANDARD FISHERY

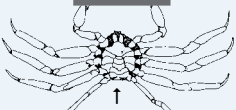
- Cook Inlet:
 - A permit is required and is available online at: www.adfg.alaska.gov/store .
 - **Season:** September 1–March 15:
 - Male crabs only, 4½ inch minimum: 5 per day, 5 in possession.
 - May operate 2 pots per vessel.
- North Gulf Coast:
 - A permit is required and is available online at: www.adfg.alaska.gov/store .
 - **Season:** September 1–March 15:
 - Male crabs only, 4½ inch minimum: 5 per day, 5 in possession.
 - May operate 2 pots per person with a max of 6 pots per vessel.

Female - NO HARVEST ALLOWED

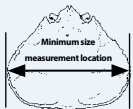


Wide abdominal flap covers most of underside (females are usually smaller than legal size)

Male



Narrow abdominal flap



Width measurement of Tanner crab is the straight-line distance across the carapace, including spines.

There is an annual limit of 40 crabs per person.

China Poot and Peterson Bay (Kachemak Bay):

- Intertidal beaches between ADF&G markers along Shipwreck Cove and around Otter Rock:
 - **Closed to the harvest of all shellfish.**

China Poot and Peterson Bay Shellfish Closures



DUNGENESS CRAB

- Season: **Closed.**

KING CRAB

- Season: **Closed.**

LITTLENECK AND BUTTER CLAMS

- 80 per day, 80 in possession in combination.
 - Littleneck clams: Must be 1½ inches or wider.
 - Butter clams: Must be 2½ inches or wider.

RAZOR CLAMS

- East side Cook Inlet beaches from the mouth of the Kenai River south to the tip of the Homer Spit:
 - **Closed to all clamming.** Check for Emergency Orders at: www.adfg.alaska.gov
- Rest of Cook Inlet: No limit.
- All clams dug must be retained.

SHRIMP

- Season: **Closed.**

OTHER SHELLFISH

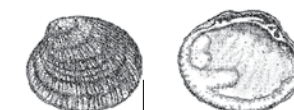
- No limit.

BUTTER CLAM



Minimum 2½ inches across the widest part of the shell for Cook Inlet and North Gulf Coast harvest requirement. The butter clam shell is thick and white. It has heavy concentric growth rings, but no vertical ridges. The shell's inner edge is smooth. Butter clams are 3 to 5 inches long.

PACIFIC LITTLENECK CLAM



Minimum 1½ inches across the widest part of the shell for Cook Inlet and North Gulf Coast harvest requirement. Littleneck clam shells have concentric growth rings and distinct vertical ridges. The inner edge is ridged like the edge of a quarter. Littleneck clams are about 2 inches long.

WINTERTIME ACTIVITIES

HOMER, ALASKA



WINTER REC PRO TIPS

Know Before You Go

Some areas can become dangerous with winter conditions. Research your destination and check local conditions in advance. Prepare for the elements by packing extra layers, waterproof clothing, and safety gear for the backcountry. Remember that some roads and facilities may be closed in winter.

Play it Safe

Know your limits and your gear. Slow down and choose lower-risk activities to reduce your risk of injury.

Leave No Trace

Did you know that snow is our water supply? Keep our winter playgrounds clean. Pack out any human or pet waste. Be respectful of the land.

Explore Locally

Consider exploring locally, as driving and parking may be more challenging in the winter. If you travel, be mindful of your impact on Native and local communities.

Practice Physical Distancing

Be prepared to cover your nose and mouth. When possible, opt to eat and rest outside. If you feel sick, stay home.

FAT TIRE BIKING

With the right equipment you can still have the ability to bike on almost any terrain! Check out homercyclingclub.org whose mission is to promote bicycling as an environmentally friendly, healthy, and enjoyable pursuit in Homer and beyond. There are a few local businesses that will rent bicycles if you are looking to try this fun activity.



SPORTS GEAR LIBRARY

Are you looking to borrow some sports gear for your outdoor recreational endeavors? The City of Homer's Sports Gear Library program may have the sleds, balls, outdoor games, etc that you are looking for. We are also developing partnerships for other winter items. This is a free program with the goal of giving everyone the opportunity to play and recreate outdoors. Consider donating your old gear and equipment to the program so we can get it into the hands of folks who are interested in getting outdoors. Call 235-6090 for more information.

BUILD AN INCLUSIVE OUTDOORS

Everyone deserves to experience a winter wonderland. Be an active part of making the outdoors safe, accessible, and welcoming for people of all abilities

Independent Living Center Inclusive Recreation

The TRAILS program is participant driven to empower individuals by sharing fun activities, promoting self-confidence, teaching independent living skills, and assisting participants to fully realize their capabilities through recreation. For more information go to peninsulailc.org/TRAILS or contact mgavillot@peninsulailc.org

HOMER LIBRARY

Curbside Checkout

Anything that can be checked out inside the library is available at the back entrance of the building. Call 235-3180 for more information.

Little Library

There is a small cabinet outside the front entrance to the library with free books for anyone who would like to take some or leave some. Help yourself!

Outdoor WIFI

The library has a WIFI signal broadcast across the parking lot on the west side of the building. The login process is the same as inside the library building.

Laptops

If you don't have your own computer, you can check one out from the library. Call 235-3180 for assistance.

Zoom Programs

Public programs are being conducted over Zoom. See the library calendar for upcoming events: (https://www.cityofhomer-ak.gov/calendar?field_microsite_tid=86)

SNOW ACTIVITIES!

Cross Country Skiing

The Kachemak Nordic Ski Club is the driving force for providing incredible cross country skiing opportunities. This volunteer organization maintains/grooms trails, provides instructions for beginners and youth, spearheads special events and much more. Go to kachemaknordicskiclub.org for more info.

Down Hill Skiing

The Kachemak Ski Club maintains and operates the Homer Rope Tow located at 2.5 Ohlson Mountain Road. This volunteer organization provides a local option for downhill skiing and snowboarding along with some instructional opportunities. They are open on Sundays, 11am-4pm Call the Snow Line for updated information at 235-SNOW.

Sledding

While we cannot officially endorse locations to go sledding we can encourage that you avoid sledding in any areas that are near vehicular traffic. And consider wearing a helmet too!

Snow Shoeing

Is a terrific way to access and enjoy the outdoors. If you are looking to give this activity a try, check out the Center For Alaska Coastal Studies at 235-6667 as they have shoes available for a \$5 donation.

Snow Machining

Alaska has ample opportunities for snow machining so as long as there is snow. Considering connecting with the SNOMADS for information and resources at homersnomads.org.

Ice Skating

As many locals know there are a few options for outdoor skating that depend on weather conditions. Check with Kevin Bell Arena (Homer ice Rink) for possible skate rental options and outdoor programs www.kevinbellarena.org or 235-2647

Ice Fishing

Many Alaska Department of Fish and Game (ADF&G) offices have fishing rods to lend. The type of fishing rods and the extent of gear in the Rod Loaner Program is dependent upon the local fishing opportunities and fishing conditions. Call 235-1739 or email Michael.booz@alaska.gov

PARKS AND NATURE AREAS

City Parks & Playgrounds

The city parks and playgrounds are open during the winter and the Hornaday Park Playground located off of W. Fairview Ave is a popular year round destination for families. For more information go to:

www.cityofhomer-ak.gov/recreation/parks-facilities

Wynn Nature Center

Located at 1.5 East Skyline Drive, this Center for Alaskan Coastal Studies offering is a fantastic place to hike or snowshoe! Call 236-6667 for more information.

Hiking

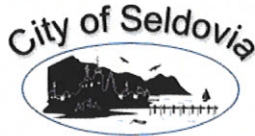
There are many opportunities to go hiking during the winter time. In addition to some of the local trails

consider spending time walking the incredible beaches in our community.



DISCLAIMER

The City of Homer is sharing the listed information and resources as a community service. This flyer does not constitute an endorsement for or against the non-City of Homer programs, organizations, materials, and viewpoints expressed herein.



www.cityofseldovia.com

P.O. Drawer B Seldovia, Alaska 99663 Phone: (907) 234-7643, Fax: (907) 234-7430 email: citymanager@cityofseldovia.com

Mayor Castner and Homer City Council
491 E. Pioneer Ave.
Homer, AK 99603
Submitted electronically: citymanager@cityofhomer-ak.gov

Subject: Municipal Partnership to Discuss the Alaska Marine Highway System with Governor Dunleavy's Office

December 30, 2020

Mayor Castner and Homer City Council,

On behalf of Seldovia City Council, I am reaching out to assess the potential between our two cities to partner together when discussing the future of the Alaska Marine Highway System with Governor Dunleavy. Seldovia penned the enclosed letter at their last council meeting, however there was interest from Seldovia councilmembers in co-authoring a letter with the City of Homer to share our communities' concerns with his office. We are both connected by the ferry system, perhaps our cities could come together to advocate for its future, too.

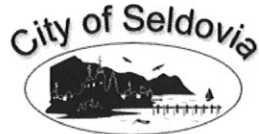
Best,

A handwritten signature in blue ink, appearing to read "Rachel Friedlander".

Rachel Friedlander
City Manager

Enclosures:

Dec. 28, 2020 Letter from Seldovia City Council to Governor Dunleavy



www.cityofseldovia.com

P.O. Drawer B Seldovia, Alaska 99663 Phone: (907) 234-7643, Fax: (907) 234-7430

Office of the Governor
P.O. Box 110001
Juneau, AK 99811-0001

Subject: Invitation from Seldovia City Council to Honorable Governor Dunleavy to
Further Discuss the Alaska Marine Highway System

December 28, 2020

Honorable Governor Dunleavy,

The City of Seldovia would like to invite you and/or Commissioner MacKinnon and Captain Falvey Jr. at either our January 11th or the 25th council meeting to further discuss topics associated with the Alaska Marine Highway System as outlined below.

Seldovia, Alaska is one of thirty-five coastal communities that relies on a year-round ferry system to provide essential transportation and the M/V Tustumena and Kennicott are lifelines to the people of Seldovia. We want to support you in making the Alaska Marine Highway System a sustainable service to the public while ensuring our community's access to this necessary, dependable transportation. When the ferry is running it keeps the cost of living down for rural Alaskans.

In November 2020, Seldovia City Council passed Resolution 21-13 (enclosed) in support of the establishment of an Alaska Marine Highway System Governing Board, one of the main recommendations posed in the October 2020 "Alaska Marine Highway Reshaping Work Group Report to the Governor." The resolution also advocated for the replacement of the M/V Tustumena and emphasized the need to provide this vital and critical transportation service to small Alaskan coastal communities.

The ferry is part of the infrastructure we can expect from the state. This is an essential service to the citizens of Alaska and should not be run as a corporation. We agree with the working group report's recommendation to "(keep) the current department agency model."

Operating on the premise of making money with the marine highway is wrong when compared to the income of DOT land highways, which do not contribute funding.

We are looking forward to your response to the work group report and want to pose the following topics for discussion to be held with you in January:

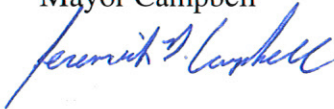
Topics for Discussion

- How is the State ensuring the AMHS budget is sustainable? The FY2022 budget as proposed by the Governor reduces the Marine Vessel Operations budget by \$2,469.7M or -5.4%.
- How is progress being made on the construction of a new Tustumena ferry? What is the long-term fleet plan for the Tustumena?
- How will the state determine and set a static and dependable ferry schedule? The community of Seldovia is willing to entertain the idea of a reduced schedule to ensure ridership on the ferry is high.
- How will the state determine when a vessel is scheduled for the dry dock? It would be best to make sure SOLAS capable vessels like the Kennicott and Tustumena are dry-docked 6 months apart to ensure no interruption in service.

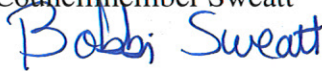
Please know our community is willing to work with the state and is open to making changes to the existing ferry system. As mentioned in the report, the voters approved the bonds needed to bring Alaska's first ferries and docks to the Kenai Peninsula. We are a significant part of the AMHS's history and want your commitment that we will be in its future.

Respectfully,
Seldovia City Council

Mayor Campbell



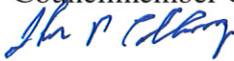
Councilmember Sweatt



Councilmember Rojas



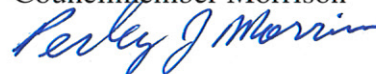
Councilmember Colberg



Councilmember Nathan



Councilmember Morrison



Councilmember Payton

CC: 

Commissioner MacKinnon

Captain Falvey Jr.

Rep. Stutes

Sen. Stevens

Enclosures:

Seldovia Resolution 21-13

**CITY OF SELDOVIA
RESOLUTION 21-13**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELDOVIA, ALASKA
URGING GOVERNOR DUNLEAVY AND THE ALASKA LEGISLATURE TO ESTABLISH AN
ALASKA MARINE HIGHWAY SYSTEM GOVERNING BOARD; TO SUPPORT THE
REPLACEMENT OF MV TUSTUMENA; AND TO CONTINUE PROVIDING THIS VITAL
AND CRITICAL TRANSPORTATION SERVICE TO SMALL ALASKAN COASTAL
COMMUNITIES**

WHEREAS, the Alaska Marine Highway System (AMHS) is a critical and essential method of transportation for residents of the State of Alaska and Alaska coastal communities; and

WHEREAS, Governor Dunleavy, through Administrative Order No. 313, established the Alaska Marine Highway Reshaping Work Group on January 17, 2020 with the purpose of making recommendations on the future finances and service levels of the Alaska Marine Highway System (AMHS); and

WHEREAS, it was the duty of the Work Group to consider the analysis and data in the Alaska Marine Highway System Economic Reshaping Report (January 15, 2020) and to define the future needs and purpose of the AMHS, with the goal to ensure residents have access to essential transportation services among Alaskan coastal communities; and

WHEREAS, the final report was presented to Governor Dunleavy from the Work Group on October 2, 2020, and included findings and recommendations for the purpose of supporting the Alaska Marine Highway System service provided; and

WHEREAS, the report recommended that the Governor establish and appoint, by administrative order, a new nine member "operations" board, with members having skills and experience a Ferry Commission or Marine Business Board of Directors would bring to bear; and

WHEREAS, an "operations" board would help eliminate the continuing challenge for the AMHS of frequent changes in policy direction coupled with insufficient appreciation of the long-term implications of such changes; and

WHEREAS, the report found that the AMHS fleet was aged and subject to challenging Alaska marine operating conditions, and despite best efforts of ships' crews and AMHS staff, the ferry system was not reliable; and

WHEREAS, the report speaks to the focus beginning in 2014 on the importance of building an ocean capable "replacement" vessel for the MV Tustumena, which has had a 50-year plus service life; and

WHEREAS, the Statewide Transportation Improvements Program (STIP) covering all system improvements for which partial or full federal funding is approved and expected to take place during four-year durations, published amendments in October 2020 proposing that FY2020 funding previously budgeted to construct the replacement vessel MV Tustumena to service Southcentral and Southwest Alaska coastal communities be moved to the FY2023 budget; and

WHEREAS, the postponement of funding for the MV Tustumena replacement vessel further perpetuates the unpredictable and unreliable service currently provided from use of the aged fleet that is in need of constant repair and maintenance, and does not promote the provision of long-term sustainable service to Alaskan residents and their small Alaskan communities; and

WHEREAS, the MV Tustumena is and continues to be an important asset for AMHS as one of only two vessels in the AMHS fleet that is ocean-capable and can provide service as a highway and lifeline connecting remote communities in Southcentral and Southwest Alaska to the rest of the great State of Alaska; and

WHEREAS, the replacement of the MV Tustumena would be a beneficial long-term investment for the State of Alaska in supporting the continuation of that critical and essential transportation service to small Alaska communities and could provide reliable, sustainable service to other coastal areas of the state as needed; and

WHEREAS, the final report from the Work Group found that reliability was a key concern of every group with which they interacted, some commentors offering that they were willing to accept less frequent ferry service if it was more predictable and reliable; and

WHEREAS, the report states that "It is understood that serving very small communities with the ferry system model will never be cost efficient. It is also understood and appreciated that affordable transportation options are important to them. Ideally, if the overall Alaska Marine Highway System could be made revenue/cost positive, it could absorb losses on these runs"; and

WHEREAS, the Alaska Marine Highway System provides an essential transportation service to the City of Seldovia and other small Alaskan communities and it is vital that these services continue, as the AMHS is the only highway connection provided to these communities for access to the rest of the State of Alaska for employment, transportation, groceries, supplies, and general livelihood that cannot be reached without the assistance of boats or planes; and

WHEREAS, long-term sustainable access to essential transportation services that is reliable and predictable could be ensured for all Alaska residents with the establishment of an AMHS Governing Board, with a forward funding plan, and with the continuation of the project to replace the MV Tustumena in the very near future;

NOW, THEREFORE BE IT RESOLVED THE CITY COUNCIL OF THE CITY OF SELDOVIA:

Section 1. That the City of Seldovia urges Governor Dunleavy and the Alaska Legislature to establish an Alaska Marine Highway System Governing Board; to support the replacement of MV Tustumena; and to continue providing this vital and critical transportation service to small Alaskan coastal communities.

Section 2. A copy of this resolution will be sent to Governor Dunleavy and members of the Alaska State Legislature.

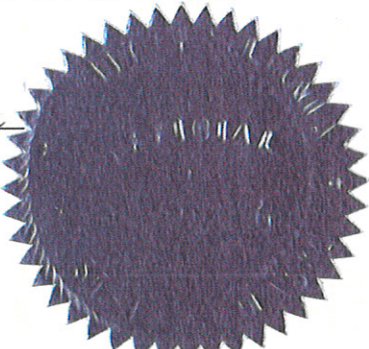
Section 3. This resolution shall become effective immediately upon its adoption.

PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Seldovia on this 09 day of November, 2020.

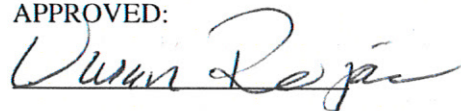
ATTEST:



Heidi Geagel, City Clerk



APPROVED:



Vivian Rojas, Acting Mayor



City of Homer

www.cityofhomer-ak.gov

Homer Public Library

500 Hazel Avenue
Homer, AK 99603

library@cityofhomer-ak.gov

(p) (907)-235-3180

(f) (907)-235-3136

Memorandum

TO: Rob Dumouchel, City Manager

FROM: David Berry, Library Director

DATE: Dec. 30, 2020

SUBJECT: Western Lot Trail Project

Immediately west of the Homer Public Library is a parcel of City land called the western lot, which is a public park and an extension of the library's public services. Over the last 15+ years, the Friends of Homer Library (FHL) have been heavily involved in improvements to the lot, including upgrades to the walking path, installing the StoryWalk®, adding picnic tables, and clearing brush to improve sightlines.

FHL is currently developing a proposal for additional improvements, in the form of a new or expanded trail through the area. The project has three broad aims:

- To encourage public use of the trail, and link it firmly into the broader citywide trail system;
- To emphasize the importance of natural conservation, including the wetlands and wildlife habitat already existing on the site, through signage related to the natural surroundings;
- To spread knowledge of, and appreciation for, the Native heritage of the Homer area, through signage related to such heritage.

Recognizing the large number of people who may be interested in such a project, FHL is now in the process of reaching out to those parties, including all of the following:

- City Council
- City of Homer (Administration, Planning, Parks, Library, EDAC)
- Landowners and residents along Grubstake Avenue, as well as west of the Poopdeck Trail
- Kachemak Heritage Land Trust
- Ninilchik Village Tribe
- Seldovia Village Tribe
- Chugachmiut
- Bunnell Street Arts Center
- Center for Alaskan Coastal Studies

Detailed plans are still under development. Following advice from the Kachemak Heritage Land Trust, FHL will seek assistance from the National Park Service through the Rivers, Trails and Conservation Assistance Program (<https://www.nps.gov/orgs/rtca/index.htm>). The RTCA provides no monetary support for projects, but it does provide expertise with formal planning and design, and with developing a long-term structure to ensure that projects are sustainable.

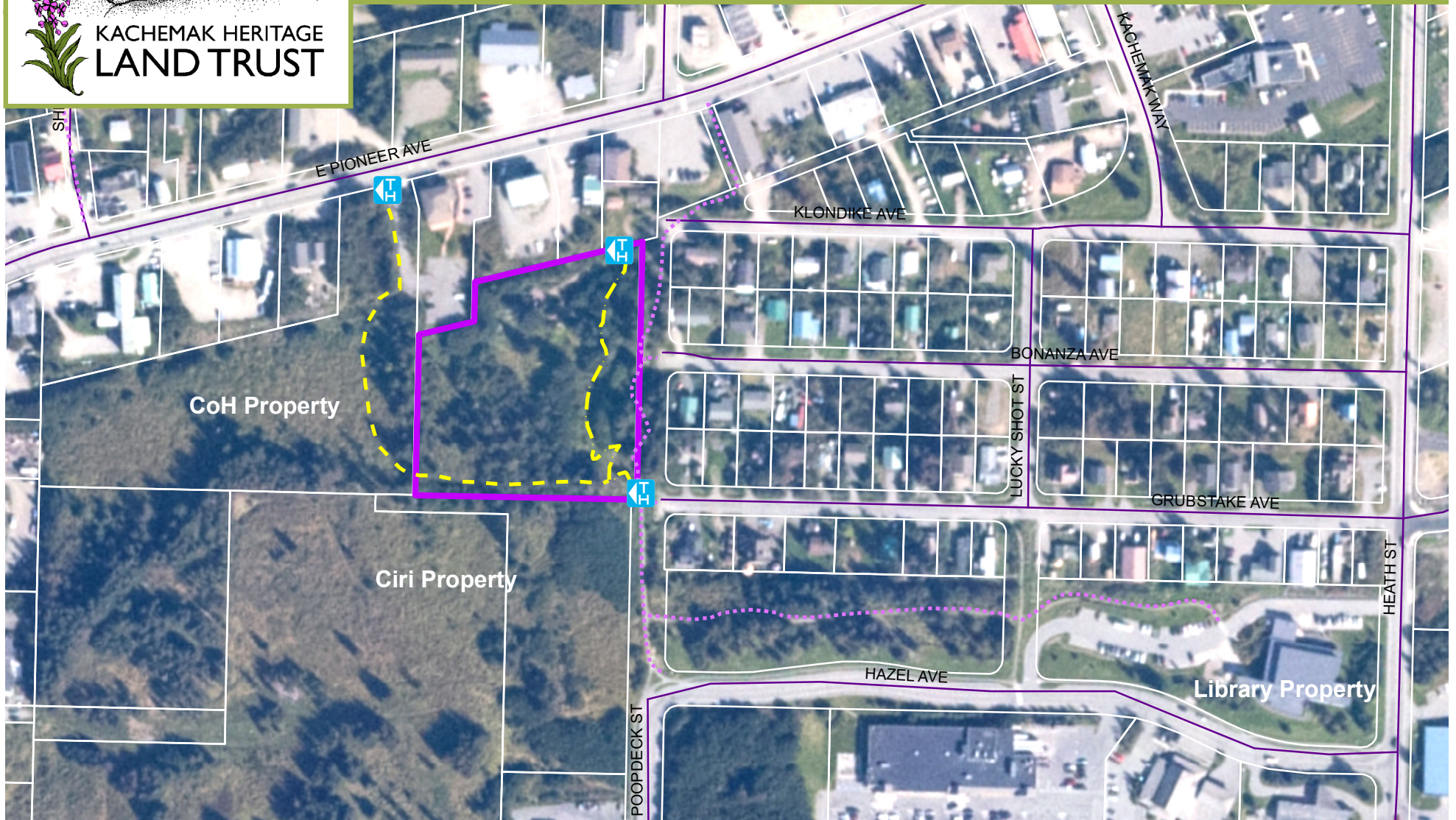
Further information will be provided as the proposal takes shape.

RECOMMENDATION

For information.



Poopdeck Trail and Surrounding Property



Legend

- Trailheads
- Poopdeck Trail
- City Trails
- Streets
- KHLT Poopdeck Property
- Parcels

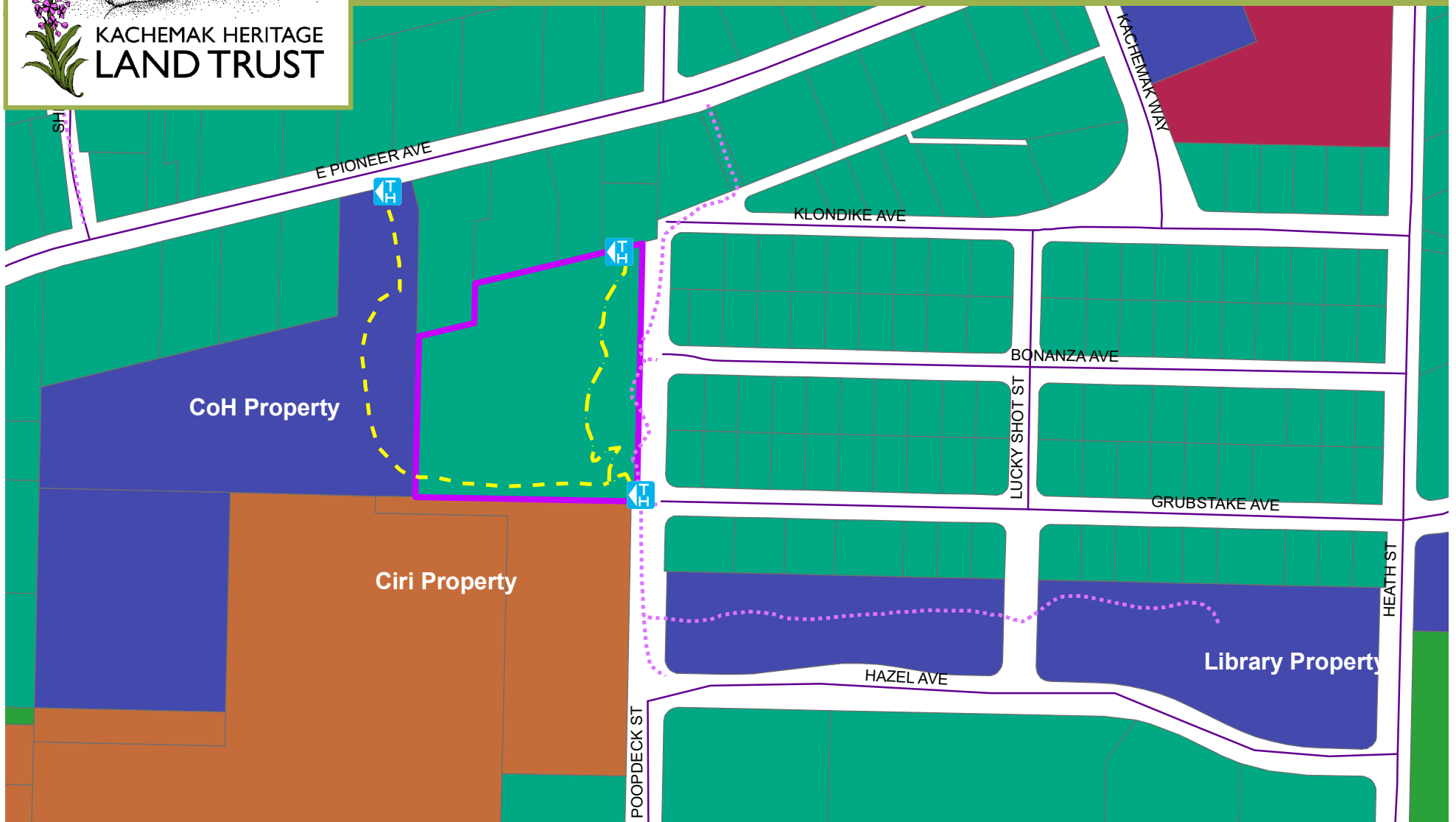
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Coordinate System: Transverse Mercator
 NAD 1983 State Plane Alaska 4 FIPS 5004 Feet.
 Created 12/27/2020
 The information depicted on this map is a graphical
 representation of best available sources.
 KHLT assumes no responsibility for any errors on this map.





Poopdeck Trail and Surrounding Property



Legend

- | | | | |
|----------------|------------------------|-----------|------------------|
| Trailheads | Streets | Borough | Native |
| Poopdeck Trail | KHLT Poopdeck Property | Federal | Native Allotment |
| City Trails | Parcels | Municipal | Private |
| | | State | |

0 150 300 600 Feet

Coordinate System: Transverse Mercator
 NAD 1983 State Plane Alaska 4 FIPS 5004 Feet.
 Created 12/27/2020
 The information depicted on this map is a graphical
 representation of best available sources.
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AIA
Alaska

2020 'DRIVE-BY JURY' DESIGN AWARD
"Most Creative Use of Materials" Category

AWARD OF RECOGNITION

To the Architect

Stantec Architecture

In Recognition of the Professional Excellence shown for

Homer Police Station
City of Homer

And the Intelligent Cooperation shown by the Client in Demanding and Recognizing the Highest
of Architectural Standards

Jason Arnold, AIA
2020 President, AIA Alaska

Emmanuel Daskalos, Associate AIA
2020 Design Awards Chair, AIA Alaska

2020-0012-B



Public art is fully integrated with the building architecture



Vertical metal panels provide a dynamic pattern at the solid wall securing the jail side of the building.



Public art is an important design element. Art and architecture play together casting shadows at different sun angles throughout the day.

HOMER Police Station

The Homer Police Station was designed keeping its community at heart, recognizing that our shared journey forward is shaped by meaningful and responsive places ■



Circulation is punctuated with bright saturated colors.



Blue backdrops at entrances bring the deep blue ocean from Kachemak Bay into the building



The public entrance of the building is welcoming and inviting for the coastal community.



City of Homer

www.cityofhomer-ak.gov

Public Works

3575 Heath Street
Homer, AK 99603

publicworks@cityofhomer-ak.gov

(p) 907- 235-3170

(f) 907-235-3145

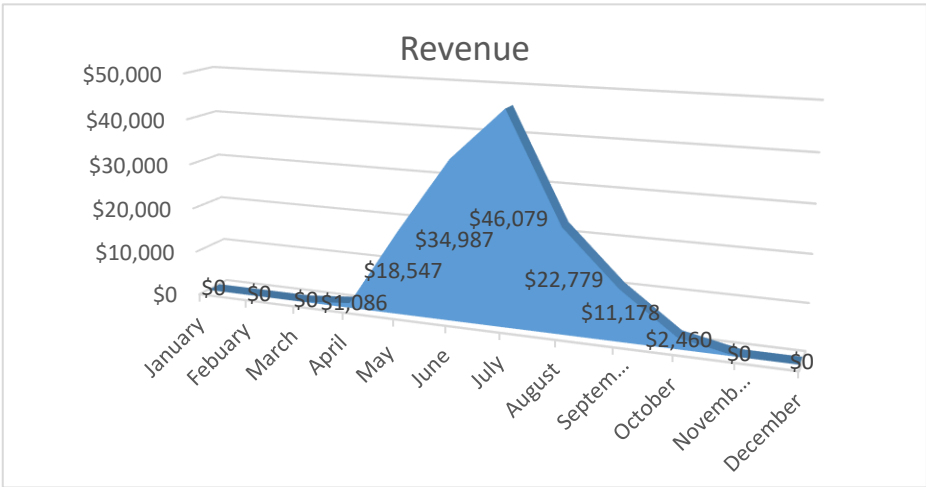
TO: Rob Dumouchel, City Manager
THROUGH: Janette Keiser, PE, Director of Public Works
FROM: Matt Steffy, Parks Superintendent
SUBJECT: 2020 Camping Report

- I. **Overview:** This memorandum reports on campground usage for the 2020 season and compares it to earlier trends. There was good news and bad news. The bad news is revenue for 2020 decreased 28% from 2019, reflecting impacts from the COVID-19 pandemic. The good news is attendance was spread over a longer period and actually increased in the shoulder seasons.
- II. **Attendance:** While the shoulder season months showed a higher number of camping events, usage in mid-summer was noticeably slower than usual. Paradoxically, the number of campers in each camping party increased. For example, while our total camping events decreased 28%, our total number of people decreased by only 21%. This suggests a trend of larger camping parties, which may have been people camping in family units or social bubbles, more than they typically would.
- III. **Revenue:** Revenue for the season was down 28% over 2019. We attribute this to the dramatic decrease in out-of-state campers, who typically stay for long periods in July/August. For example, our large out-of-state RV crowd typically dominates the Fishing Hole Campground, and those numbers were down a greater percentage than at Mariner Park, which caters more to the in-state, regional tourists. Curiously, our average revenue generated per user in 2019 was \$10.87, while our 2020 figure was \$9.71, suggesting not everyone pays what they should. Our rate is \$20 per night, but it is not uncommon for campers to put whatever cash they have in the envelope. This season, we had a significantly higher frequency of campers paying less than the full amount, possibly reflecting the pandemic's adverse economic impact on families.
- IV. **Special Use Program.** Reported revenues only reflect fees processed through the Parks office. Early in the season, we administered a Special Use program to provide shelter for people who were unhoused and needed a place to isolate or recover. To limit the amount of direct contact staff had with campers, we did not practice our normal level of fee enforcement with Special Use Campers. Thus, our actual usage was higher than reflected in fees. Estimates of non-paying, or Special Use, campers based on our logs place the value of *pro bono* fees at over \$31,000, or 1,550 camping events.
- V. **Automatic Pay Kiosks.** We will be installing automatic pay kiosks at the campgrounds in early spring. Experience with similar installations demonstrates the kiosks' ability to accept credit card payments motivates people, who don't have exact change or who don't want to handle cash, to pay. Thus, regardless of how much we can return to normal operations in the coming season, we expect revenue to increase considerably.

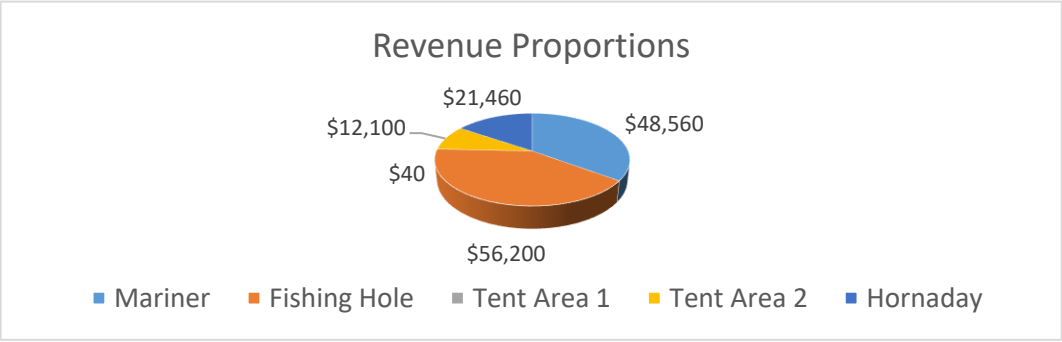
2020 City of Homer Camping Report

Total Camping	6,918
Total People	14,006
Total Revenue	\$137,116

Monthly	Camping	People	Revenue
January	0	0	\$0
Febuary	0	0	\$0
March	0	0	\$0
April	54	138	\$1,086
May	928	1,822	\$18,547
June	1,746	3,425	\$34,987
July	2,333	4,951	\$46,079
August	1,141	2,311	\$22,779
September	593	1,126	\$11,178
October	123	233	\$2,460
November	0	0	\$0
December	0	0	\$0



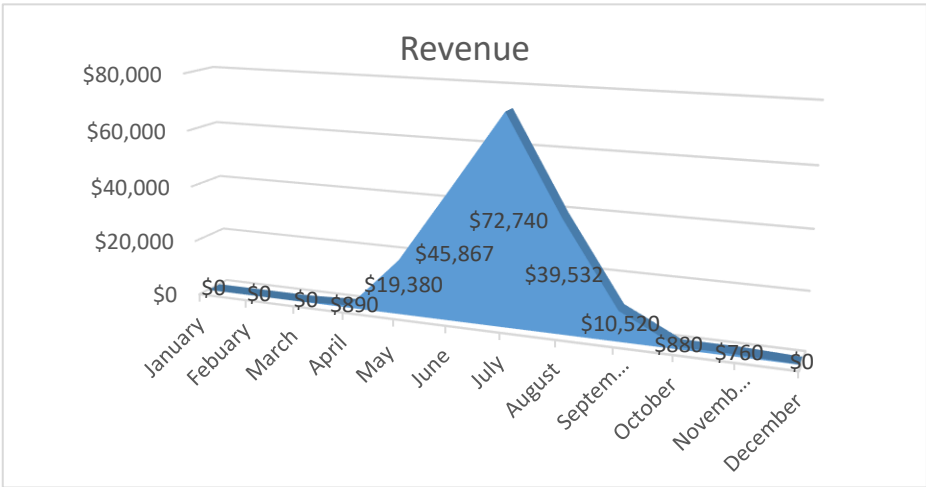
By Campground	Camping	Revenue
Mariner	2,428	\$48,560
Fishing Hole	2,810	\$56,200
Tent Area 1	2	\$40
Tent Area 2	605	\$12,100
Hornaday	1,073	\$21,460



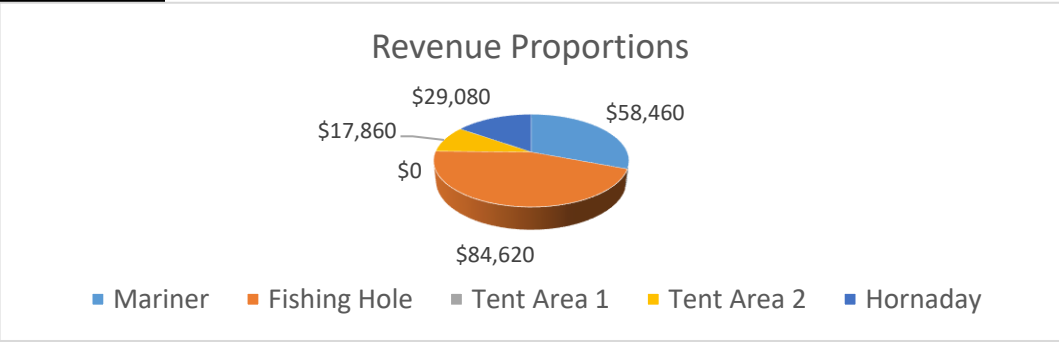
2019 City of Homer Camping Report

Total Camping	9,501
Total People	17,522
Total Revenue	\$190,569

Monthly	Camping	People	Revenue
January	0	0	\$0
Febuary	0	0	\$0
March	0	0	\$0
April	46	77	\$890
May	967	1,729	\$19,380
June	2,290	4,227	\$45,867
July	3,629	6,548	\$72,740
August	1,956	3,750	\$39,532
September	525	1,030	\$10,520
October	44	93	\$880
November	44	68	\$760
December	0	0	\$0



By Campground	Camping	Revenue
Mariner	2,923	\$58,460
Fishing Hole	4,231	\$84,620
Tent Area 1	0	\$0
Tent Area 2	893	\$17,860
Hornaday	1,454	\$29,080

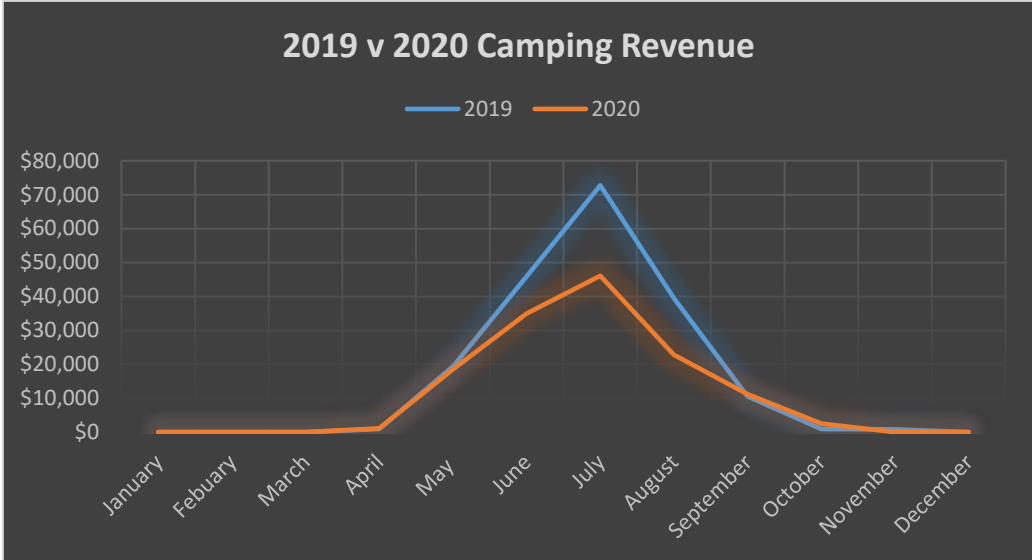


2019 v 2020 City of Homer Camping Report Comparison

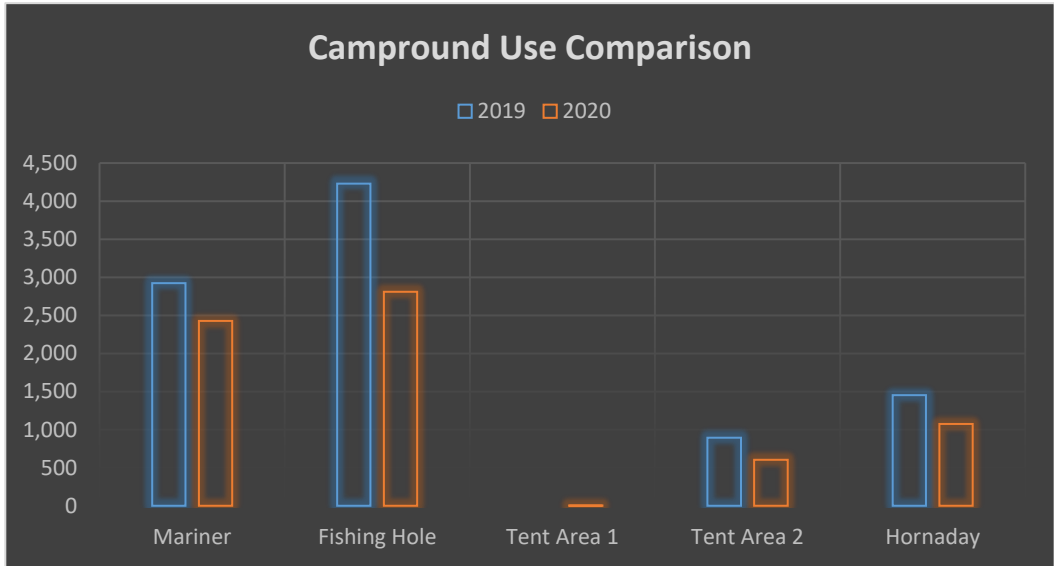
	2019	2020
Total Camping	9,501	6,918
Total People	17,522	14,006
Total Revenue	\$190,569	\$137,116

Monthly	2019		2020		2019		2020	
	Camping	People	Revenue	Camping	People	Revenue		
January	0	0	\$0	0	0	\$0		
Febuary	0	0	\$0	0	0	\$0		
March	0	0	\$0	0	0	\$0		
April	46	77	\$890	54	138	\$1,086		
May	967	1,729	\$19,380	928	1,822	\$18,547		
June	2,290	4,227	\$45,867	1,746	3,425	\$34,987		
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November	44	68	\$760	0	0	\$0		
December	0	0	\$0	0	0	\$0		

By Campground	2019		2020	
	Camping	Revenue	Camping	Revenue
Mariner	2,923	\$58,460	2,428	\$48,560
Fishing Hole	4,231	\$84,620	2,810	\$56,200
Tent Area 1	0	\$0	2	\$40
Tent Area 2	893	\$17,860	605	\$12,100
Hornaday	1,454	\$29,080	1,073	\$21,460



Monthly	Percent Change		
	Camping	People	Revenue
January	0.00%	0.00%	0.00%
Febuary	0.00%	0.00%	0.00%
March	0.00%	0.00%	0.00%
April	117.00%	179.00%	122.00%
May	95.96%	105.38%	95.70%
June	76.24%	81.03%	76.28%
July	64.29%	75.61%	63.35%
August	58.33%	61.63%	57.62%
September	112.95%	109.32%	106.26%
October	279.55%	250.54%	279.55%
November	See table		
December	0.00%	0.00%	0.00%





City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager and Bryan Hawkins, Habormaster
DATE: January 5, 2021
SUBJECT: PWCs in Kachemak Bay

A decision signed by Alaska Department of Fish & Game Special Assistant Rick Green, effective January 9th, allows personal watercraft (PWC), such as jet skis, to access Kachemak Bay for the first time in almost 20 years. This change has created concerns in the community which include, but are not limited to, public safety, shoreline protection, and recovery of the appropriate fees for PWC usage of harbor facilities. The intent of this memo is to acknowledge and analyze known concerns and seek guidance from Council on future actions.

City Jurisdiction

The City has jurisdiction over waters within City limits. That mainly consists of the harbor and tidelands along the coast of the City. The City does not currently have any restrictions on vessel operations in the City tidelands. The City's ability to patrol and enforce regulations on the water and outside of the harbor is very limited. We also control the launch ramp and the ability to drive on certain beaches.



Figure 1 - City waters are located inside the dashed line

The City does not have specific PWC regulations. From a Port/Harbor perspective, they are small boats. We do however have a number of existing regulations which would apply to PWCs, and any other motorized aquatic vessels, which operate in our harbor.

State Jurisdiction

In the nearshore area surrounding the City, the State holds jurisdiction over all waters outside of City limits. Access to State waters by motorized vessels is regulated by the Alaska Department of Natural Resources (DNR). With the repeal of the PWC ban by the State, PWCs will be allowed in Kachemak Bay starting on January 9, 2021. The State views PWCs as small motor craft, and there are not PWC-specific regulations at the State level with the exception of some restrictions in some State Parks or specific facility plans. PWCs, like any other small motor vessel, are required to carry a fire extinguisher, life jacket, sound signaling device, flairs, and lights for operating after dark. Additionally they are required to be registered like any other vessel with DMV and have an AK number on the hull.

Public Safety

There is concern in the community that PWCs could create various public safety hazards. There is a perceived issue of incompatibility with other user groups and an assumption that more users on PWCs may result in more incidents requiring rescue on the water.

Regarding incompatibility with other user groups, the staff analysis is that this is more an issue of behavior than the specific type of watercraft. PWCs are associated with speed. Inside the harbor, and other designated no wake areas, speeds are limited to two miles per hour by Homer City Code (HCC 10.08.210). Harbor and Police staff are able to issue citations for violations of this regulation. It is important to note that outside of the harbor itself, it is very difficult for the City to monitor behavior and enforce any type of regulation.

A potential increase in rescues is a very real concern that staff is already considering for the summer season. Any time the number of people on the water increases, the risk of an accident also increase. Typically first response in the Homer area has been provided by a combination of Good Samaritan, City, State, and Coast Guard resources. When the call goes out that someone is in trouble, the Harbor staff does their best to respond within the limits created by the time of day, location, conditions, and personnel availability. During non-emergency responses, the private company Sea Tow provides towing services.

The Harbormaster has a very specific concern about safety at the entrance to the harbor. This area is extremely dangerous because so much traffic, which ranges from very small to very large vessels, must pass through the jetties and the potential for accidents due to the close quarters traffic which occurs in that location. PWCs, if used irresponsibly, could exacerbate this already dangerous passage. This is an area in which we have considered installing a camera system to monitor traffic.

Shoreline Protection and Disruption of Wildlife

I have received a few emails which include concerns regarding erosion and contamination related to launching PWCs from the beach. The potential for any damage to the shoreline is split between the PWCs themselves, and vehicles attempting to launch them from the beach.

The weight of most PWCs is too great for a user to unload and essential push the craft to the water. If an individual were interested in a beach launch, they are most likely going to use a truck and trailer. The City

has very limited access for vehicles to drive on the beach. Vehicles are prohibited at Mariner Park Lagoon, Mud Bay, Airport Beach Access Road, the majority of the Spit's beaches, Beluga Slough, and east of Bishops Beach Park. City beach policy only allows drivers year round west of Bishops Beach Park. The City also allows vehicles to drive between Mariner Park and the sea wall between October 31st and March 1st for the purposes of coal and sand gathering only, this stretch of beach is closed to all vehicles in summer (see attachment 1). Because of the limited options for driving on the beach legally, and the shallow slope which would require a truck to back uncomfortably far into the water to launch a PWC, staff believes there should be very limited instances of beach launches.

Using PWCs in shallow waters could result in the disruption of various types of habitat. This is a behavior which is difficult to monitor or enforce against. Similarly PWC users could behave in such a way that it becomes harassment of wildlife, which is an enforceable federal offense. When on the Bay, State Troopers and US Coast Guard would likely be the main enforcers of these regulations. In addition to purposeful harassment of wildlife, the speed of operation and limited view from a PWC could lead to unintentional collisions with marine mammals and other species off of our coast.

Launch and Other Associated Fees

PWC are subject to the same fees as any other vessel launching from the ramp: \$20 per launch for vessels (\$13 for the launch and \$7 for the parking levy). Fees are collected from April 1st to October 15th each year. If a launch ramp user does not pay the required fee, fines begin at \$100 and go up to \$300 per offense (Ordinance 16-11). If a PWC is left in the harbor overnight, they will be required to file a moorage agreement and pay for moorage which is based on the overall length of the vessel.

Staff Recommendations:

Within the City:

- Direct the City Manager to increase enforcement of existing rules regarding vehicles on the beach and no wake zones.
- Direct the City Manager to research a camera system for the harbor entrance.
- Direct the City Manager to work with other agencies to enforce wake speed regulations and vessel safety for all vessel types at the harbor entrance.

At the State-level:

- If the Council wishes to oppose PWCs in Kachemak Bay, direct the City Manager to identify opportunities for comment to the appropriate agencies, political offices, and ongoing planning projects and prepare drafts for Council review.

Attachments

1. City of Homer "Where Can I Drive?" Beach Map

Where Can I Drive?

**Problems? Call Homer Police Dept at 235-3150.
Violators can be fined.**

