

PORT AND HARBOR ADVISORY COMMISSION

Regular Meeting

Wednesday,
May 25, 2016



6:00 P.M.
City Hall 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. April 27, 2016 Regular Meeting Minutes **Page 5**

6. VISITORS/PRESENTATIONS

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

- A. Port and Harbor Director's Report for May 2016 **Page 11**

8. PUBLIC HEARING

9. PENDING BUSINESS

- A. Overslope
i. HCC Chapter 21.46 Small Boat Harbor Overlay District **Page 13**
ii. Homer Harbor Slope Study dated July 19, 1983 **Page 17**

10. NEW BUSINESS

- A. Reconvene the Vessel Haul Out Task Force to Address a Large Boat Trailer

11. INFORMATIONAL ITEMS

- A. Harbormaster's Monthly Statistical Report for April 2016 **Page 73**
B. Water/Sewer Bills Report for March 2016 **Page 75**
C. Crane and Ice Report **Page 77**
D. Deep Water Dock Report **Page 79**
E. Pioneer Dock Report **Page 83**
F. Dock Water Report **Page 85**
G. Commissioner Attendance at City Council Meeting **Page 87**

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, JUNE 22, 2016 at 6:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska

Session 16-04, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:00 p.m. on April 27, 2016 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER CARROLL, DONICH, HARTLEY, STOCKBURGER, ULMER, ZEISET, ZIMMERMAN

STAFF: HARBORMASTER HAWKINS
DEPUTY CITY CLERK JACOBSEN

APPROVAL OF THE AGENDA

HARTLEY/ZIMMERMAN MOVED TO STRIKE HEAD TAX FROM THE AGENDA.

Commissioner Hartley commented there is no information in the packet and suggested waiting to put it back on the agenda when there is new information to consider.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Chair Ulmer asked to have a brief discussion about overslope under new business.

Question was raised if that was allowable. Deputy City Clerk Jacobsen commented that if it's just a short discussion about giving input to staff for a future agenda topic and no action is taken, it would be okay.

The amended agenda was approved by consensus of the Commission.

PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA

RECONSIDERATION

APPROVAL OF MINUTES

A. March 23, Regular Meeting Minutes

HARTLEY/STOCKBURGER MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

VISITORS/PRESENTATIONS

A. Boat House Pavilion Update

Gart Curtis and Miranda Weiss presented to the commission with updates on the pavilion project.

Mr. Curtis spoke to the design of the pavilion. After the open house in January and reviewing the 140 comment cards, the architect had better direction to develop the drawings. It looks more like a boat, more access, and more open. It's a little simpler in not having anything that moves. The site plan shows a turn out in the front, a walkway around both sides, and ADA access in and out of the structure making it easily accessible for most everyone.

Ms. Weiss updated the Commission on the growing community support and fundraising efforts. Their budget is \$210,000 and they have raised \$97,000. The Dixon's are hosting an event in Anchorage and they are optimistic about raising funds there; the owners of the Second Star have donated two nights at the mansion and donors of \$500 and up will be entered in a drawing for that, Grace Ridge Brewing is hosting an event, and they are preparing to apply to the Rasmussen Foundation for a grant.

There was brief discussion with the Commission about the open structure and the wind. In discussion with the designers, they are going to look at what could potentially happen there. They moved away from a design where the structure could be enclosed so as not to give the feeling of keep people out when it was closed up.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

- A. Port and Harbor Director's Report for April 2016
- i. Letter from HDR re: Engineering Info dated April 15, 2016
 - ii. Pacific Coast Congress 2016 Conference Agenda

Harbormaster Hawkins reviewed his staff report, commenting specifically about

- Receiving grant money from Fish and Game to cover the fish cleaning tables by the fishing lagoon, and possibly add another table;
- He and some of the staff went to Seward to learn about the new pedestals installed on their new floats;
- The engineers and contractor will be back at the launch ramp at the next series of big tides to follow up on some problems that were discovered at the bottom of the ramp when we had a minus five foot tide;
- He's working with the police department and the city attorneys on requirements for issuing citations; and
- Attending the Pacific Coast Congress Annual Conference.

In response to questions, Harbormaster Hawkins said the kiosk at the launch ramp is working well and they are learning the camera systems so they can contact people who don't pay. They are still staffing the pay station on the weekends and during busy times, but as people become more familiar with the system, they will look at eliminating that and moving the person to help on the ramp.

Harbormaster Hawkins and the Commissioners discussed:

- Harbor lighting and the new light emitting plasma bulbs being used and efforts to move toward LED's on the high mast lights.
- How other harbors struggle with sea lions on their floats.
- The fish grinder discharge permit, testing the output, and an overview of the fish grinding process.
- The chip pad project status update and that it should be done before July, possibly allowing long term trailer storage in the fenced area, and the potential to have a boat wash down there.
- Marina software progress.
- Providing a copy of the harbor budget to the commission.
- Working with HDR engineers to give them an overview of the harbor and its projects.

Commissioner Stockburger suggested the wash down area permitting be on their next agenda for more discussion. He thinks it would be good if they are proactive because it sounds like there is potential to be shut down at the grid. Harbormaster Hawkins said they could discuss it, but caution that things change all the time and they may not be able to use the area for a better use in the future if they limit it by permitting.

PUBLIC HEARING

PENDING BUSINESS

- A. Head Tax for Passenger Vessels

Pulled under agenda approval

NEW BUSINESS

- A. Overslope

There was brief discussion about looking for ways to get started building overslope and lease a small section. It could bring in revenues for continuing development. Some of the boardwalks are going away, possibly opening up leasing and advertising there is property to do business overlooking the harbor instead of the ocean could draw people to invest in it. They could also look into ways to have some flexibility in the standards and find a way for people to commit to a space to help with financing the project to build the overslope.

They touched on the small overslope that was put in by the new harbormaster's office, but Harbormaster Hawkins didn't have any cost information. He gave a short overview of the construction of that overslope.

They touched briefly on parking and also having an area for short term leasing for people to set up small kiosk type businesses.

INFORMATIONAL ITEMS

- A. Harbormaster's Monthly Statistical Report for February 2016

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
April 27, 2016

- B. Water/Sewer Bills Report for February 2016
- C. Crane and Ice Report
- D. Deep Water Dock Report
- E. Pioneer Dock Report
- F. Dock Water Report
- G. Memo to City Council, Planning and Cannabis Advisory Commissions Re: Retail Marijuana on the Spit
- H. Memo Appointing Mark Zeiset to the Port & Harbor Advisory Commission
- I. Commissioner Attendance at City Council Meeting

COMMENTS OF THE AUDIENCE

Gart Curtis, city resident, commented about overslope and the harbor expansion. He thinks when they start creating language for what they want when applying for grants it will be important to have overslope included so it gets rolled in to it, and not something that comes up later.

COMMENTS OF THE CITY STAFF

Harbormaster Hawkins welcomed Commissioner Zeiset and thanked him for stepping up.

COMMENTS OF THE COUNCILMEMBER *(If one is assigned)*

COMMENTS OF THE CHAIR

Chair Ulmer thanked everyone for being here.

COMMENTS OF THE COMMISSION

Commissioner Stockburger welcomed Commissioner Zeiset, and said he's looking forward to hearing his perspective from a full time spit business resident. He appreciated having a meeting like this where they can pull in some loose ends and come up with new ideas.

Commissioner Hartley welcomed Commissioner Zeiset to the Homer Port Parking Commission and said he'll find they spend a lot of time talking about parking.

Commissioner Zeiset said he's glad to be here and be part of the group. It's exciting to see all the activity on the spit and new stuff that's happening.

Commissioner Zimmerman welcomed Commissioner Zeiset and looks forward to his input. Parking will be spoken of again. It was a good meeting and he thanked the Harbormaster for all the good information.

Commissioner Donich welcomed Commissioner Zeiset. He thinks having the perspective of a spit business owner who works with all types of users will be very helpful. This is a lot of fun; he spends a lot of time in the harbor and finds it rewarding to try to make it a better place.

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
April 27, 2016

Commissioner Carroll agreed with the other comments.

Chair Ulmer said she was glad to have a full report from the Harbormaster; their agendas have been pretty full for a while. She asked Commissioner Zeiset if he wanted to sign up to attend a council meeting in June or July, and he agreed to attend in July.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 6:45 p.m. The next regular meeting is scheduled for Wednesday, May 25, 2016 at 6:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



MAY 2016 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- PND Engineers – Teleconference Re: Load & Launch Ramp
- Boat House Pavilion Meeting
- Alaska Clean Harbors Teleconference Meeting
- Vessel Owner – Marine Repair Facility Haul-Out Plan Review
- AAHPA – Spring Board Meeting Teleconference
- Alaska Abandoned & Derelict Vessels Task Force – Quarterly Anchorage Meeting
- Scott Bartlett, Pratt Museum – Spit Trails Signage Project
- Russel Cooper, Shoreside Petroleum – New Leases with Petro 49
- Matthew Dura, Nelson Engineering – 35% Design for Barge Ramp Sheet Pile Wall
- Harris Sand & Gravel & PND Engineers – Assessment of Issues at Load & Launch Ramp
- Homer Marine Trades Association Meeting
- City Attorney – Review of New Harbor Citations & Crane Use Agreement
- Homer High School Awards Ceremony – AAHPA Scholarship Award Presentation
- John Taylor, Alaska LNG – Proposed Marine Firefighting Symposium in Homer
- Department Head Staff Meeting
- Cook Inlet Harbor Safety Committee Meeting
- USCG – Assessment of Facilities for New Coast Guard Cutters

2. Operations

The month of May has brought about the transition from spring to summer. Halibut deliveries occur daily at the Fish Dock, commercial salmon fishermen are readying their vessels for the summer fisheries, coastal freight and merchant vessels are mobilizing, charter offices and vessels are open for business, and more recreational vessels are arriving by the day. There are approximately 725 vessels currently moored in the Small Boat Harbor.

We welcome Gary Petersen as the new Seasonal Parking Enforcement Officer, who began work on May 9th. Five Harbor Assistants are now employed. Their primary duties involve grounds keeping, cleaning and sanitizing the public fish cleaning stations, disposal of fish carcasses, and staffing the Load and Launch Ramp fee collection booth.

Landings at all harbor facilities included the following vessels: Kenicott, Pacific Wolf & DBL54, Tiglax, CISPRI Perseverance, Captain Frank Moody, Randolph Yost, Anna T, Bob Franco, Arctic Titan, and Dangerous Cape. Facilities usage associated with spring vessel maintenance has peaked. The Homer Marine Repair Facility accommodated five vessels to-date, all usable tides on the steel grid were booked, and the beach landing was utilized by 10 vessels.

Other notable events/incidents:

- Operations staff worked closely with the contractors and customers during a series of low tides occurring in the first week in May at the Load and Launch Ramp to repair an abrupt transition that was discovered to exist between the lower abutment and the sea floor.

- Operations staff worked with contractors to paint stripes and delineate parking spaces/cross walks at the paved parking lots at Ramps 1 – 4.
- On May 6th and 7th, operations staff towed a disabled 75' research vessel from the harbor entrance to its stall and towed a disabled 80' charter vessel from the steel grid to its mooring.
- On April 27th operations staff prevented a 22' recreational vessel from sinking and provided caretaking services for a week until its owner returned from vacation.
- On April 22nd, harbor officers responded to the owner of a commercial fishing vessel who had fallen out of its rigging to the deck and injured his back.

3. Ice Plant

Ice Plant staff just completed installing new high mast lights with a new type of plasma light. These type of lights are highly energy efficient, nearly as efficient as LED's. Crane maintenance and dock repainting has been conducted in preparation for the annual crane inspection, which took place May 19th. Peter Alfiche returns to the Port and Harbor as the summer Fish Dock Laborer. Ice sales have been higher than previous years, primarily since some seafood processor plants are buying ice instead of running their ice machines.

4. Port Maintenance

In the last month we have re-hired Walt Swearingen as our summer Maintenance Tech. Welcome back Walt! Additionally, Port Maintenance has been busy with:

- Turning on fresh water service to the harbor and grids, which occurred the last week of April
- Re-installing fish cleaning tables at Ramps 4, 6, and the Fishing Lagoon the first week of May
- Sweeping parking lots, fog lines, and docks
- Starting to patch concrete float areas
- Performing seasonal maintenance on the Pioneer Dock camel fenders
- Meeting with contractors regarding the Load and Launch Ramp Renovation Project and Deep Water Dock upland improvements.

Chapter 21.46 SMALL BOAT HARBOR OVERLAY DISTRICT

Sections:

- [21.46.010](#) Purpose and intent.
- [21.46.020](#) Overlay district boundaries.
- [21.46.030](#) Applicability.
- [21.46.040](#) Conditional uses.
- [21.46.050](#) Overslope platform standards.
- [21.46.060](#) Architectural standards.
- [21.46.070](#) Signs.
- [21.46.080](#) Landscaping.
- [21.46.090](#) Architectural plans.

21.46.010 Purpose and intent.

The purpose of the Small Boat Harbor [Overlay District](#) is to establish additional [development](#) regulations specifically designed for the unique nature and needs of water- and tourism-oriented [uses](#) on platforms over the small boat harbor. These regulations will delineate special performance and design standards, encourage mixed [use](#) developments which contribute to the [stabilization](#) of [water-dependent](#) and [water-related](#) uses, encourage the link between the marine business and general business sectors of the community, and encourage safe and enjoyable access along the harbor's edge. [Ord. [09-44\(S\)](#) § 3, 2009].

21.46.020 Overlay district boundaries.

The Small Boat Harbor [Overlay District](#) applies to the property described as [Lot](#) G-8 and Small Boat Harbor, Homer Spit Subdivision No. Two, T6S, R13W, Sections 35 and 36, and T7S, R 13W, Sections 1 and 2, Seward Meridian, as shown on Plat No. [92-50](#). [Ord. [09-44\(S\)](#) § 3, 2009].

21.46.030 Applicability.

Unless otherwise noted, the requirements of the Small Boat Harbor [Overlay District](#) apply to all [development](#) and are in addition to the requirements of the underlying [zoning district](#). Where a requirement of the underlying district conflicts with a requirement of the [overlay district](#), the [overlay district](#) requirement shall govern. [Ord. [09-44\(S\)](#) § 3, 2009].

21.46.040 Conditional uses.

The following [uses](#) may be permitted in the Small Boat Harbor [Overlay District](#) when authorized by conditional [use](#) permit issued in accordance with Chapter [21.71](#) HCC:

- a. Overslope [development](#). [Ord. [09-44\(S\)](#) § 3, 2009].

21.46.050 Overslope platform standards.

An [overslope platform](#) shall comply with the following standards:

- a. An [overslope platform](#) shall be 40 feet deep, and shall be not less than 40 feet nor more than 240 feet wide.
- b. There shall be a minimum 20-foot [setback](#) separating an [overslope platform](#) from a dedicated [right-of-way](#). Except as provided in the preceding sentence, there are no [setback](#) requirements for [overslope platforms](#), and an [overslope platform](#) may be constructed to the [lot](#) line.

- c. An [overslope platform](#) that is used for the docking of boats shall be designed to bear the loads associated with that [use](#), and include suitable rail access, gates, stairs and fenders.
- d. The bottom of the lowest structural member of the lowest floor of an [overslope platform](#) (excluding pilings and columns) shall be at least one foot above the base flood elevation.
- e. The area of an [overslope platform](#) that at the time of its construction is within 15 feet of the edge of a ramp shall be used as a public access area, within which no sales or commercial activity may occur. Such a public access area shall not be counted to meet [open space](#) or [landscaping](#) requirements.
- f. Direct access from an [overslope platform](#) to the ramp shall be limited to avoid user conflicts. Gates or other moveable barriers that facilitate loading and unloading may be used to control access. [Ord. [09-44\(S\)](#) § 3, 2009].

21.46.060 Architectural standards.

Overslope [development](#) shall conform to the following architectural standards:

- a. All [buildings](#) on the same [overslope platform](#) shall receive a common architectural treatment. The main color of the exterior walls of all [buildings](#) on an [overslope platform](#) shall be one or more earth or seascape tones.
- b. Not less than five percent of the area of an [overslope platform](#) area shall be outdoor public [open space](#).
- c. Overslope [development](#) shall include pedestrian walkways that provide direct access between common areas in the [overslope development](#) and public rights-of-way.
- d. Opaque walls, fences or planter boxes, or any combination of them, shall be used to screen mechanical equipment and trash containers from view in adjacent public areas.
- e. The design of [structures](#) and outdoor pedestrian areas shall take into consideration environmental factors such as prevailing wind, salt spray, solar exposure, snow and heavy rains.
- f. Along the length of a [building](#), the roofline shall not be continuous for more than 60 feet. Roofs shall be gabled.
- g. The maximum height of a [building](#) measured from the [overslope platform](#) or the adjacent [grade](#) to the highest roof peak shall not exceed 25 feet.
- h. A public access not less than eight feet wide to an area overlooking the harbor shall be provided at each end of an [overslope platform](#) and at intervals not greater than 150 feet on the [overslope platform](#).
- i. A continuous pedestrian corridor at least eight feet wide must extend the length of the [overslope development](#), on either the harbor or the uplands side, or some combination thereof. The corridor must be clear of obstructions, but may be covered by an awning or roof overhang. The minimum eight-foot width of the corridor may not be counted to meet [landscaping](#) or public [open space](#) requirements. [Ord. [09-44\(S\)](#) § 3, 2009].

21.46.070 Signs.

Signs are subject to the requirements in Chapter [21.60](#) HCC that apply in the underlying [zoning district](#); provided, that the maximum combined total area for all [signs](#) under Table 2 in HCC [21.60.060\(c\)](#) is calculated on a per-building basis instead of on a per-lot basis. No [sign](#) bearing a commercial message, as defined in

HCC [21.60.040](#), may be placed in an outdoor public [open space](#). [Ord. [09-44\(S\)](#) § 3, 2009].

21.46.080 Landscaping.

- a. Five percent of the area of an [overslope platform](#) must be landscaped.
- b. In addition to the types of plantings listed in the definition of [landscaping](#) in HCC [21.03.040](#), [landscaping](#) on an [overslope platform](#) may include planter boxes and hanging basket plantings.
- c. The [Commission](#) may [permit](#) the substitution of durable outdoor art, or amenities for public [use](#) such as bike racks, benches, trash receptacles and information kiosks, for part of the required [landscaping](#) on an [overslope platform](#). [Ord. [09-44\(S\)](#) § 3, 2009].

21.46.090 Architectural plans.

An application for an [overslope development](#) conditional [use](#) shall include the following detailed plans and specifications showing compliance with the requirements of this chapter:

- a. Floor plans at a scale of one-eighth inch equals one foot.
- b. Architectural elevations.
- c. Site elevation showing the relationship to the platform of the base flood elevation and mean high tide line, and the elevation of the land where the platform adjoins the shore.
- d. Exterior finish schedule.
- e. Roof plan showing direction of drainage and where runoff will go.
- f. Drawings must show design oversight by an architect registered under the laws of the [State](#) of Alaska. [Ord. [09-44\(S\)](#) § 3, 2009].

**The Homer City Code is current through Ordinance 16-21(S),
passed May 9, 2016.**

Disclaimer: The City Clerk's Office has the official version of the Homer City Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

Homer Harbor slope study

for

City of Homer

July 19, 1983



DERRY & ASSOCIATES, Inc.

Real Estate Appraisers & Counselors

(907) 260-8434 • derry@alaska.com

Box 2882 • Kenai, AK 99611

DERRY & ASSOCIATES

Real Estate Appraisers & Counselors

Box 951 • Homer, Alaska 99603 • (907) 235-8431

July 19, 1983

Mr. Larry C. Farnen, City Manager
City of Homer
Box 335
Homer, Alaska 99603

Dear Mr. Farnen:

Following is the harbor slope study which you requested of the City's proposed development along the south shore of the Homer Small Boat Harbor. This study consists of 2 phases, a market supply survey and a demand analysis and survey. As part of this assignment a physical inspection was made of the proposed location, review of available design schematics, estimated construction costs and operating expenses, and an interview with the Port Director. During the course of the study Mr. Christopher Newby, Finance Director was the City of Homer's contact person. Mr. Newby provided background information on the project and reviewed the questionnaire and study report.

The market supply survey was the first phase of the study, conducted to locate any similar facilities in Homer and statewide. The purpose of this phase was to identify rents, type of occupant, density/efficiency, etc. which are then utilized to provide direction for the subject property. The Boardwalk development on the Homer Spit and retail shopping mall space were utilized to develop an estimate of the likely project efficiency/density and identify current rental rates. The Boardwalk facility and shopping mall space was further used to identify tenant mix. The Boardwalk is predominately charter boat and retail oriented, accounting for 36 and 27% respectively of the space.

The market supply survey was then expanded statewide by telephone. This survey did not locate any directly comparable projects, developed within the confines of a boat harbor facility. The communities of Juneau and Ketchikan did however identify private developments where dock facilities are constructed over tidelands, to provide additional buildable area. The shortage of buildable area and strong demand for space on the Homer Spit are the same reasons that the concept of the proposed harbor slope development first evolved.

Mr. Larry Farnen, Page 2
July 19, 1983

The demand analysis and survey phase included a mail questionnaire to identify demand and project desires. Potential users were identified from Chamber of Commerce mailing lists and a review of the Kenai Peninsula telephone book. 162 questionnaires were mailed with a response of 57 (including telephone survey). The overall response was then 35.2%. 46% of the questionnaires were mailed to Homer addresses with the remaining questionnaires about evenly divided between Kenai Peninsula cities and Anchorage. Of the respondents 35% acknowledged that they would be interested in leasing either or both space on the vacant dock or an existing building. Those yes respondents identify a demand for 12,479 square feet of vacant dock space and 14,681 square feet of building space.

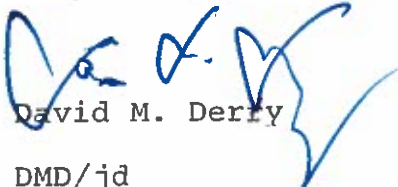
Of the respondents interested in leasing space 15% acknowledged a willingness to lease either vacant dock or building space at an estimated breakeven rent. These proposed rents are however high in comparison to commercial retail or office space rentals within the Homer commercial business district. Vacant dock space rents presented ranged from \$1.20-1.60 per square foot per month. Rents for building space were presented at \$2.40-3.20 per square foot per month. Both of these rents were established based on the estimated cost of the facility.

The other questions on the survey pertain to the respondents' desire for type of lease, facility design, desired location, type of business surveyed, etc. The mailing list and a sample questionnaire are included following the demand analysis section. A complete tabulation of the questionnaire results is provided in the demand analysis section.

Overall the percentage of respondents and desire for space in the facility are considered a positive response to the concept. Design or financing alternatives need to be explored to lower the breakeven rent and thus enhance the project appeal.

Thank you for this assignment and an opportunity to be of service to the City of Homer. If I may provide any further information or data please advise.

Very truly yours,


David M. Derry

DMD/jd

TABLE OF CONTENTS

	<u>Page</u>
Study Assignment.	1-2
Project Description	3-4
Project Cost Estimates.	5-7
Market Supply Survey.	8-12
Demand Analysis and Survey.	13-14
Introductory Letter and Exhibits.	15-18
Survey Results.	19-30
Qualifications - David M. Derry	31-32
ADDENDUM	
Questionnaire	
Mailing List	
Homer Area Analysis	

STUDY ASSIGNMENT

Purpose

This study was requested by Mr. Larry Farnen, City Manager and Mr. Christopher Newby, Finance Director, of the City of Homer to provide a market supply survey and demand analysis and survey for the proposed harbor slope development. The results of these phases are then used to analyze the project and as a basis for determining feasibility. An actual feasibility conclusion or determination was not part of this study.

Scope of Project

The study was performed in 2 phases, a market supply survey (existing facilities and competition), and a demand survey (including developing a market questionnaire). The study is not considered a feasibility analysis since estimated cost of the project and its relationship to income, return on investment, reasonable rate of return, etc. are not addressed. The 2 phases are however considered initial, key elements in determining the project feasibility.

The market supply survey was conducted of Homer and state-wide (with no physical inspection). The statewide survey was made by telephone. This survey was made to determine type of existing facilities, rents or owner compensation, type of occupant, season of operation, and density. One project was located in Homer which is somewhat similar in basic concept. No projects were located statewide which are directly similar.

The demand analysis and survey is considered the essential component in developing the basis for determining feasibility, estimating income, and providing a design profile. The questionnaire was developed, reviewed and mailed to potential users on the Kenai Peninsula and Anchorage. Chamber of Commerce mailing lists in Kenai Peninsula towns and Anchorage were utilized to prepare the mailing list. Additionally, a review was made of the Kenai Peninsula telephone directory to identify any potential users not included on the Chamber lists. The questionnaire responses were then tabulated and analyzed.

Location

The project as proposed would be constructed on the harbor slope, at the southwest side. The project would utilize this area, sloping from the uplands area (currently leased and used for parking) to the harbor water level.

Source Data

The City of Homer provided the basic design/concept of the development. Construction cost estimates were provided from information by Pacific Rim/Olympic Associates and the City of Homer. Operating expenses and breakeven rent calculations were made by our firm and the City Finance Director.

PROJECT DESCRIPTION

Concept

The project evolved as a result of thoughts and comments from the City's Port and Harbor Commission, City administration, and private individuals. The purpose of the harbor slope development was conceived as a method of better utilizing the slope area and creating additional space. Land area is an extremely limited commodity on the Homer Spit with increasing demands for additional space.

The project may be phased, depending on demand for space and constructed as either a vacant dock or building space. The vacant dock space would provide a designated area for each potential user to lease and construct a building to his needs. As an alternative, the City could construct a building designed to accommodate several users, then lease out individual space within that building facility.

Location

The project would be located adjacent to the south side of the Small Boat Harbor, lying between the top and toe of the harbor slope. The Homer Spit Road and one row of uplands lots are between the top of the harbor slope and the Homer Spit Road. The project ultimately could extend along the entire south side of the harbor. If phased, no initial starting point or location was identified.

Physical Description

The project as presently conceived would be constructed in phases, developing a 65 foot by 600 foot deck or a 65 foot by 1600 foot deck. The project would be phased to provide space as demand justifies. The project would include space for retail oriented businesses/users and commercial fishery supply and marine repair users. These spaces could be either combined or segregated as desired by users and the project owner/manager.

The type of construction initially proposed is similar to the new fish dock with steel piling and a concrete deck. This type of facility has the longest expected physical life with the least amount of required maintenance. Alternatives exist for a wood piling dock and wood deck or combinations of wood/steel/concrete.

From the questionnaire responses a design profile of the project can be developed. The respondents identified a demand for 12,479 square feet of vacant dock space and 14,681 square feet of building space. In each case, common walkways, public restrooms, access and parking would be provided by the City. The users would conduct their business within their building, therefore requiring little

exterior or open space to accommodate lessees. The facility should have a ramp pedestrian access and the ability to drive a truck/vehicle to or into a building periodically. Freight deliveries are also a concern identified in the survey which could be incorporated with the vehicular access. The facility should be designed so that lessees have a view of the boat harbor and customer visibility to the road. The road access is identified as a higher priority however than the harbor view. Access from the facility to the boat harbor is also an important factor for the respondents. This requirement could be accommodated by construction of the facility adjacent to a harbor ramp.

The majority of respondents clearly identify a preference to be located adjacent to high traffic retail uses. Of the remaining respondents the preference to be adjacent to commercial fisheries and marine repair uses are evenly divided. Thus, the commercial fisheries and marine repair uses could be combined and separated from the high traffic retail use.

Project Cost

The estimated costs utilized in the study were provided by Pacific Rim Planners and Engineers in a letter dated August 31, 1982. Those costs indicate a range of \$42.00 to \$53.00 per square foot for a "basic" and dock with "design features". These costs were utilized in calculating the estimated breakeven rent which is presented in the questionnaire. The cost estimates by Pacific Rim follow.

The building cost was conservatively estimated at \$50.00 per square foot. This cost recognizes that no foundation is needed (utilizing the dock/deck) and is for a modest, simple design building. Individual lease areas would be partitioned and finished by the lessees including floor covering.

Pacific Rim Planners
& Engineers

A DIVISION OF OLYMPIC ASSOCIATES CO.

P.O. BOX 9445
1319 DEXTER AVENUE NORTH
SEATTLE, WA 98109

(206) 285-4300

August 31, 1982

Mr. Chris Newby, Finance Director
City of Homer
Box 335
Homer, Alaska 99603

Dear Chris:

Enclosed, per our conversation yesterday, are cost estimates for four alternative harbor slope developments in the small boat harbor.

The first pair of alternatives show a scaled-down version of the deck, approximately 600 feet long by an average of 65 feet deep. The "basic" version (IA) is a flat surface, with no design amenities (such as boardwalks, plantings, additional levels, etc.). The design features alternative (IB) includes the amenities. Cost of these alternatives ranges from \$44 to \$53 per square foot, or \$1.7 to \$2.1 million overall.

The second pair of alternatives are for a much larger deck, 1,600 feet long by an average of 65 feet deep. Costs were estimated for both basic and design features versions, with unit prices ranging from \$42 to \$50 per square foot, or \$4.4 to \$5.2 million overall.

The decks would feature an open pedestrian walkway on the harbor side, with passageways between the buildings. Depending on the design and density selected, approximately 75 to 85 percent of the deck could be covered with buildings.

The prices include all costs involved with building the deck, such as design, field inspection, construction of deck and utilities, a 20 percent contingency, and an additional 10 percent allowance for construction cost inflation between now and assumed beginning of construction in one year.

Please contact me if you have any questions.

Sincerely,
PACIFIC RIM PLANNERS & ENGINEERS

Howie Hillinger

Howie Hillinger
Project Manager

PROJECT <u>Homer Comp. Plan</u>	JOB. NO. <u>2030</u>	SHEET 1
CLIENT <u>City of Homer</u>	DATE <u>8/31/82</u>	OF 2
SUBJECT <u>Harbor Slope Deck Development</u>	BY _____	CHK. _____

HARBOR SLOPE DEVELOPMENT:

I. Min. 600' L. x 65' W.

A. @ \$44/Sq.Ft. (Basic)	=	\$1,716,000
B. @ \$53/Sq.Ft. (w/Design Features)*	=	\$2,067,000

II. Ultimate (Desirable) 1600' L x 65' W

A. @ \$42/Sq.Ft. (Basic)	=	\$4,368,000
B. @ \$50/Sq.Ft. (w/Design Features)*	=	\$5,200,000

All totals include design, contingency, one year inflation @ 10% on construction, contract inspection, construction of piles, deck and utilities.

*Includes multi-level w/boardwalks, landscaping, etc.

Olympic Associates Co.

PROJECT <u>Homer Comp. Plan</u>	JOB. NO. <u>2030</u>	SHEET <u>2</u>
CLIENT _____	DATE _____	OF <u>2</u>
SUBJECT <u>Homer Spit Deck (continued)</u>	BY _____	CHK. _____

<div style="text-align: center; font-size: 2em; opacity: 0.5;"> PROJECT CLIENT SUBJECT </div>	
---	--

PILING	$\frac{1,200,000}{104,000}$	=	\$	11.54/SF
PILE CAPS	$\frac{722,400}{104,000}$	=	\$	6.95
P/C DECK	4.83 mat. + 2.00 inst.	=	\$	6.83
CONCRETE TOPPING	$\frac{328,600}{104,000}$	=	\$	3.16
TIMBER		=	\$	1.00
UTILITIES		=	\$	4.00
	Subtotal	=	\$	33.48
10% Engineering Fees		=	\$	3.35
5% Admin. & Legal		=	\$	1.68
10% Contingency		=	\$	<u>3.35</u>
	TOTAL		\$	41.86/SF
				(\$42/SF)
W/extra design features + 20%		=	\$	<u>8.37</u>
			\$	50.23
				(\$50/SF)
Cost of Staging +5%	= \$41.86 x \$1.05	=	\$	43.95
				(\$44/SF)
	\$50.23 x \$1.05	=	\$	52.74/SF
				(\$53/SF)

MARKET SUPPLY SURVEY

General Description

This phase consists of a survey of existing facilities, considered similar, in the Homer area and statewide. The statewide survey was conducted by telephone as requested in the project scope. The purpose of this phase is to identify any similar, existing facilities for the purpose of identifying rents, type of occupant, season of operation, density, and project success. Although some similar projects are reportedly located in the Pacific Northwest, a survey of those facilities was outside the scope of this study.

HOMER SURVEY

Existing Facilities and Space Availability

Overall existing land availability on the Homer Spit is very limited. The Spit contained a total of 508 acres prior to the 1964 earthquake. 350 of that area is now submerged at mean high tide. The remaining 158 acres is utilized approximately 50% by highway rights-of-way, public easements and the small boat harbor. The residual, useable area is estimated at 80-85 acres. Most of the existing development and traffic is at the distal end which contains about 115 acres. Land ownership distribution on the distal end is as follows:

R-O-W, easements, boat harbor	53 acres
Private ownership	12 acres
City ownership (leased & unleased)	49 acres
State lease	<u>1</u> acre
Total	115 acres

Source: Land Use Study, May 1975, Unwin, Scheben, Korynta.

The City has adopted as a guideline, temporarily no additional leasing of City owned land. This situation is in response to the planned expansion of the Homer Small Boat Harbor and overall Spit land use concept. The City has purchased the Whitney Fidalgo facility which is located on City leasehold land to accommodate the boat harbor expansion.

The most similar Homer facility to the proposed harbor slope development is the Boardwalk, developed and owned by Mr. John Hillstrand. This project was constructed in 1982 and is located south of the Homer Spit Road, on Lot 14 of the Homer Spit Replat. The project consists of 11 wood frame buildings constructed on a wood piling deck with a common walkway between the buildings and extending to the road right-of-way and parking areas. The entire development is constructed over the gradually sloping uplands of

the lot which is subject to periodic tidal flood.

The Boardwalk development is constructed with each lessee having a designated space either 12 feet by 24 feet or 12 feet by 16 feet. The individual lessee or user then constructs his own building on the designated location. The project is designed so that each building is oriented with good traffic exposure from the Homer Spit Road along the north boundary and a view of Kachemak Bay at the south. The buildings all conform to a common design theme with a weathered color exterior siding and steep pitch gable roofs. The piling utilized are beach logs with a rough sawn spruce plank decking. Overall the project is well designed, attractive, and popular with visitors.

Rents

To provide a basis for comparison, both City lease rates of Homer Spit land and the Boardwalk are presented. Also to provide a frame of reference, rents of commercial office and retail space within the Homer commercial business district are discussed.

The City of Homer currently leases numerous City owned parcels at a percentage of fee simple land value. Those leases range from an established fee value of \$.75-5.23 per square foot. The parcels are leased at rates ranging from 6-9% per annum. The lease rates than range from \$.0056 to \$.039 per square foot per month.

The Boardwalk project leases 192 square foot spaces (12 foot by 16 foot) and 288 square foot spaces (12 foot by 24 foot) at an annualized rate of \$1.35 per square foot per month. The smaller spaces lease at \$475 per month for the 4 summer months and \$160 per month for the 8 winter months. The larger space (288 square feet) lease at \$700 per month for the summer months and \$235 per month for the 8 winter months. Both leases write in an automatic yearly increase to the basic rent of \$25 per month on the summer rate and \$10 per month on the winter rate. Overall the annual increase calculates at 4% per year.

As a frame of reference, leases of commercial retail and office space within the Homer commercial business district currently range from \$.90 to \$1.60 per square foot per month. Rents in the Lakeside Shopping Mall develop the highest rate for fully serviced space (except telephone and janitorial). Lakeside Mall rents for 400 square foot spaces utilize a base rent of \$1.23-1.25 per square foot per month. Mandatory maintenance charges then increase that rent to \$1.60 per square foot fully serviced except for the lessee's telephone and janitorial. 800-1,000 square foot spaces lease at a base rent of \$1.10 per square foot per month plus the mandatory maintenance charge which results in a total monthly rent of \$1.45 per square foot

per month. Other commercial space in the Homer market ranges from \$.45-.50 per month per square foot for warehouse/shop space to \$.90-1.25 per square foot for average to good quality office/retail space.

Density/Efficiency

The density or efficiency of a project is considered the amount/percent of leaseable area in comparison to the total space. In this case then it would be the percent of space of the vacant dock which could be expected to be leased to generate income. The Boardwalk project and Lakeside Shopping Mall were analyzed to determine efficiency rates.

The efficiency rates of the projects are as follows:

Lakeside Shopping Mall - 89%
The Boardwalk - 51%

The Lakeside Shopping Mall has 32,400 square feet of gross floor area with net rentable area of 28,800 square feet. The Mall is designed with a combination of interior and exterior access space. The gross floor area includes only that space within the building. In comparison, the Boardwalk efficiency rate is based on the total building areas, compared to the exterior deck space. The Boardwalk is designed with space between each of the buildings and smaller lease areas. In comparison, one lessee of the Lakeside Shopping Mall rents 10,400 square feet. The larger individual lease areas tend to increase overall efficiency. The overall efficiency rate of the Boardwalk project may not be as important since it is exterior open space with a relatively inexpensive cost per square foot. Enclosed, retail shopping mall space in comparison is high cost space which economics then dictate must have a higher efficiency rate. The harbor slope project is concluded to be most similar to a retail mall type facility and thus should have a designed efficiency rate of 85%+-.

Tenant Mix

The Boardwalk facility has the following allocation of lessees:

Marine repair or service	18%
Food service (speciality foods)	18%
Retail sales (gifts,sourvenirs,etc.)	27%
Charter boat offices	36%

Currently the predoiminate occupancy on the Boardwalk is charter boat operations with retail sales second. Of the 11 shops only 2 plan to remain open on a year-around basis.

The tenant mix at the Lakeside Shopping Mall is as follows:

Restaurants/food service	5%
Office use	15%
Retail sales	68%
Retail service	12%

The high proportion of office space in the Mall is attributed to a lack of other, good quality commercial space within the Homer commercial business district. The retail service category above includes a hair salon, chiropractic clinic, insurance agency, and laundromat.

Tenant mix is considered an important component of a shopping center since certain types of business draw traffic for others. A general guideline for a regional center shopping mall, typically containing 400,000 square feet of gross leaseable area, varies from 12% for shoe stores to 1% for women's specialty stores. Women's wear comprises the largest share at 27%. Jewelry, food, and seasonal uses are about evenly divided at 13-15%. Non-retail uses are about 3%.

STATEWIDE SURVEY

Method Utilized

This part of the market supply survey was conducted by telephone to identify any facilities similar to the proposed harbor slope development. Telephone inquiries were made with the cities/boroughs of Ketchikan, Sitka and Wrangell. An inquiry was made with the State of Alaska Port and Harbor Office in Juneau. No facilities directly comparable to the proposed project were located. The contact at the State Harbors office advised that he was not aware of any similar facilities anywhere in Alaska. Developments were however located in Juneau and Ketchikan of commercial enterprises constructed on piling over tidelands.

Facilities Located/Description

Ketchikan was described as having a substantial portion of the business district constructed on piling over the tidelands area. This type of development has occurred due to a shortage of available land. In addition, the Tongas Highway is constructed on a steel piling foundation also over the tidelands area. No facilities were however located that are either privately or publically owned which are in turn leased as vacant dock space. Most of the developments were reported as owner occupied type space, designed to accommodate a specific user's needs.

The City/Borough of Ketchikan Port Facility utilizes a permit process to accommodate mobile vendors who locate on their dock. These vendors cater to the cruise ship visitors. The municipality advises that they have issued 6 permits for the vendors in 1983. A permit fee of \$25 is charged plus a monthly rent of \$90-100. Water and electrical service can be provided if arrangements are made in advance.

The Merchants Wharf Project was located in Juneau. This facility is privately owned and includes 2 restaurants. An attempt was made to contact the property owner to identify any special maintenance or operating costs associated with this development. After several attempts however, no contact was made with the property owner.

Summary

The lack of any directly comparable developments throughout the State of Alaska identifies that the City of Homer would be pioneering this concept. The Survey did however identify that in cities with limited land area, development of buildable area over the tidelands is a common practice. This same basic need (additional land area for development) was the reason that the harbor slope concept first evolved.

DEMAND ANALYSIS AND SURVEY

Scope of Phase

This phase is the essential component to determining feasibility by identifying the demand for space, reactions to a breakeven rent, profile of potential user/respondent, and design considerations. A mail survey was performed as specifically requested by the client. A telephone follow-up was then made with those users considered most likely to be interested in the space and not responding. The results of the questionnaire response are tabulated with a general summary at the end of this section.

Questionnaire/Survey Development

The questionnaire was drafted then reviewed with Mr. Christopher Newby, Finance Director, prior to mailing. Two test questionnaires were utilized to identify any confusing or ambiguous questions.

The primary objective of the questionnaire was to determine the number of potential users, space required, and whether those potential users would pay what is calculated as a breakeven rent. Additional questions are then included which relate to the potential users' design desires, lease term and user profile.

Identification of Potential Users

The mailing list was developed from Chamber of Commerce membership lists and a search of the Kenai Peninsula telephone directory. Chamber mailing lists were obtained from the cities of Homer, Kenai, Soldotna, Seward and Anchorage. The Kodiak Chamber of Commerce manager advised that their list is not available to non-Chamber members and probably would not be made available for a questionnaire even to a member. A review was made of the Kenai Peninsula telephone directory to identify any businesses that would seem a potential user, not listed in the Chamber membership lists.

From the potential user lists then, the mailing list was compiled, selecting all of those businesses/individuals that would seem to desire a Homer Spit location. Potential users included retail establishments with tourist or residential clientele, commercial fishery related users, marine repair users, and transportation companies. The objective was to send a maximum number of questionnaires to any potential user which had a reasonable likelihood of being interested. The mailing list utilized is included in the Addendum of this report. A tabulation of locations that the questionnaire was mailed is included in the "Survey Results" section following.

Introductory Letter and Questionnaire

A copy of the introductory letter and exhibits follow. The questionnaire submitted is included in the addendum of the report. The questions included in the questionnaire are utilized in reporting the survey results in the following section.

DERRY & ASSOCIATES

Real Estate Appraisers & Counselors

Box 951 • Homer, Alaska 99603 • (907) 235-8431

May 16, 1983

Dear Business Person:

The City of Homer has contracted with our firm to study the feasibility of developing the harbor slope area, adjacent to the Homer Small Boat Harbor. The goal of this study is to identify demand, type of space desired, and likely rents. Included with this letter is a questionnaire which we would appreciate you filling out and returning. From this data then we will be able to determine project feasibility.

The basic concept of this plan is to build a dock type structure over the harbor slope, along the southwest side. A preliminary design schematic and location plan of the project is attached to this letter. The "Harbor Slope" is the bank extending from the uplands along the southwest, down to the harbor water level at the northeast. The dock/deck would be all at the same level, built at the same or slightly below the uplands elevation. The dock would be constructed of either wood piling and concrete deck or steel and concrete, designed to provide foundation support for numerous buildings. The project may be phased, constructing portions as demand dictates, or all at one time. Initially two alternatives are being considered, constructing a 65' x 600' deck/dock (39,000 square feet) or a 65' x 1600' deck/dock (104,000 square feet). The project would be developed by the City of Homer and leased to private businesses/individuals. Parking would be provided between the road and the dock.

Two approaches are being considered, either leasing designated bare dock space with the business constructing their own building or the City constructing a building in conjunction with the dock, then in turn leasing space in that building. The building would likely be a 1 story, or rectangular strip design structure with commercial store fronts and flexibility for partitioning individual lease areas at varied sizes. In either case, common areas such as hallways and walkways would be provided as well as look-out points, public restrooms, etc. The City would provide public water and sewage disposal. Heat, lights, and maintenance would be the responsibility of each les-

Page 2
Re: Harbor Slope Development Feasibility
May 16, 1983

see. The City would provide maintenance of the common areas and restrooms.

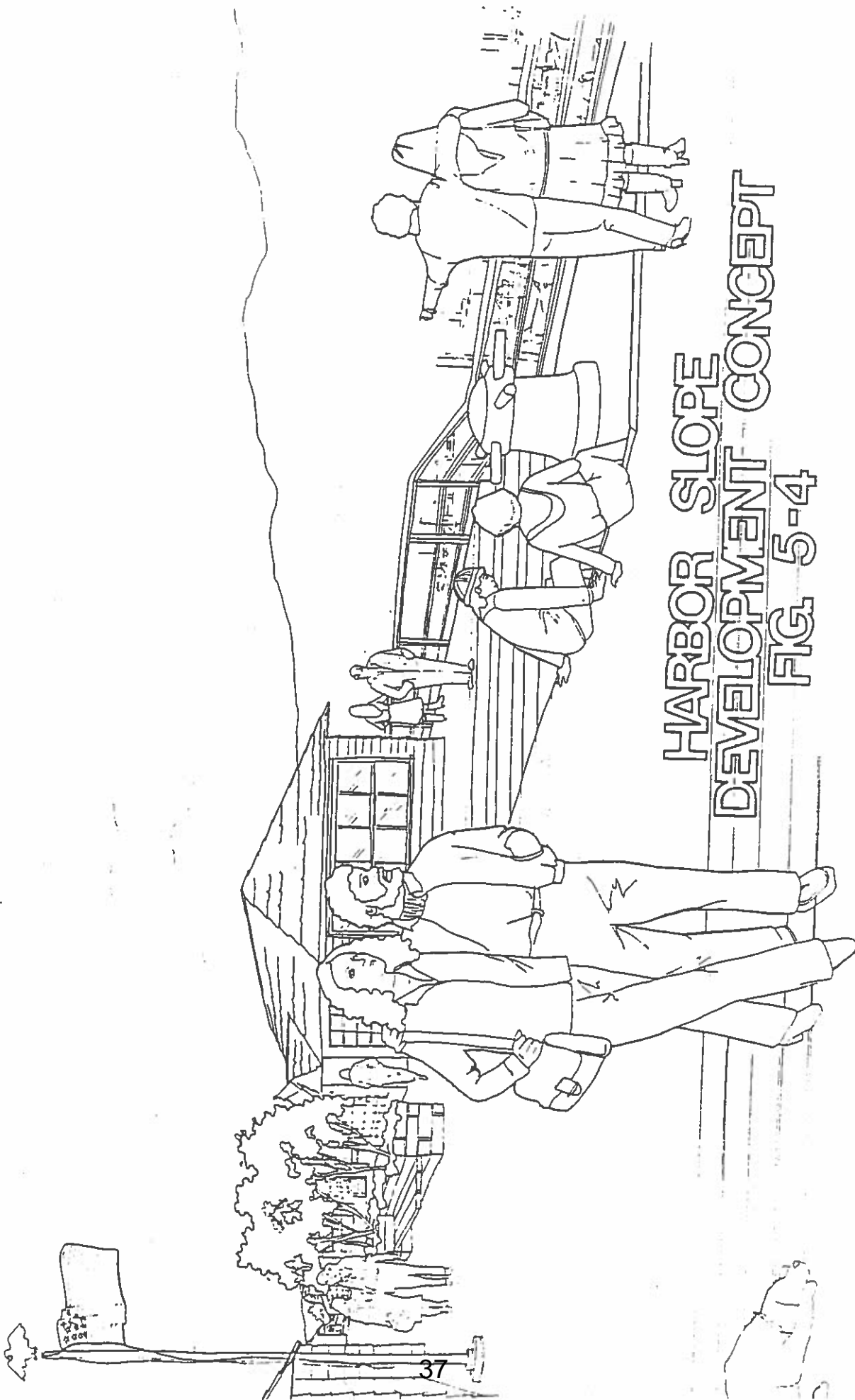
We would appreciate if you would promptly fill out the questionnaire, fold it and return it. A stamp is provided. If you have any additional comments, please add them to the questionnaire and for questions please call.

Thanks for your assistance.

Very truly yours,

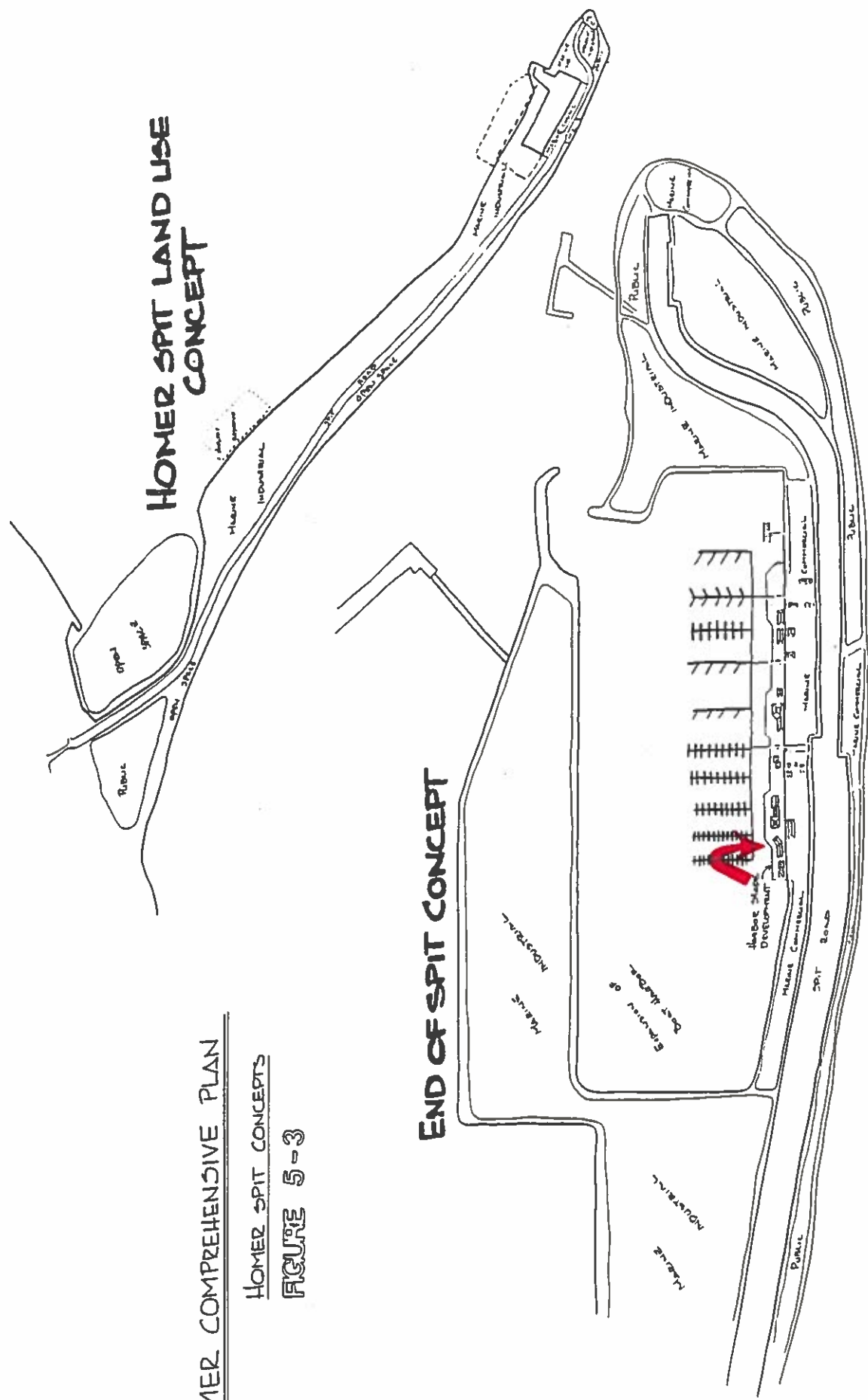
David M. Derry

DMD/jd
Enclosure



HARBOR SLOPE
DEVELOPMENT CONCEPT
FIG. 5-4

HOMER SPIT LAND USE CONCEPT

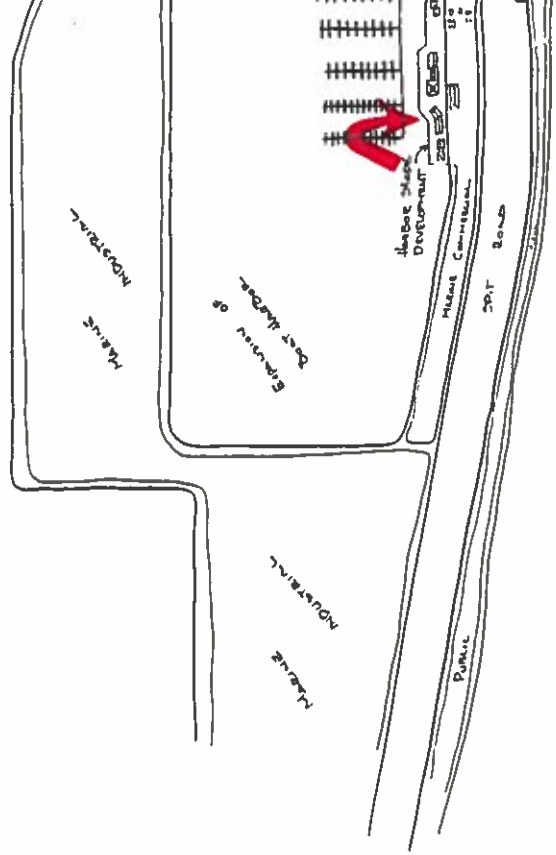


HOMER COMPREHENSIVE PLAN

HOMER SPIT CONCEPTS

FIGURE 5-3

END OF SPIT CONCEPT



Survey Results

General

Following is a compilation of the number of questionnaires mailed, returned and the response:

Number Mailed	162	
Number Returned (mail)	51	Telephone interviews 6
Response	31.5%	35.2%

Overall Response - 35.2%

The percentage of respondents is well above what is generally regarded as a typical response to a mail-out questionnaire of 5 to 15%. Accordingly, the number of respondents is considered to reinforce the reliability and accuracy of the results.

Questions 1 and 2 were key questions in determining if a user had any interest in the project. Most respondents who indicated a no to both Questions 1 and 2 did not complete the remainder of the questionnaire. Following is a tabulation of the response to Questions 1 and 2:

	<u>Yes to 1 and/or 2</u>	<u>No to 1 and 2</u>
Mail	17	34
Telephone	3	3
Total	20	37
Percent of Respondents	35.1%	64.9%

Those respondents answering "maybe" to Question 1 and/or 2 are included in the yes category above. When comparing the number and percentage of respondents above with the following questionnaire results, the reader will note a variation in the percentage reported. This variation is due to some respondents answering yes to both questions 1 and 2 or no to one question and yes to the other. The tabulation above is based on the number of respondents and considered most meaningful in determining interest in the project. Questions 1 and 2 which follow in the questionnaire response identify preference for vacant dock space or space in a City provided building.

The following summary identifies the location that the surveys were mailed to and percentage of yes/no respondents. The yes/no is the response to Questions 1 and/or 2, same as above.

<u>Location Surveyed</u>	<u>Allocation</u>	<u>Respondents</u>	
		<u>Yes</u>	<u>No</u>
Homer	46%	33%	37%
Kenai Peninsula	25%	4%	9%
Anchorage	26%	0	16%
Lower 48	4%	0	2%

The questionnaires sent to the lower 48 were those businesses operating in Alaska, with administrative offices elsewhere.

The respondents answering yes or maybe to Question 1 and/or 2 are identified by type of business and space demands as follows:

	<u>Number</u>	<u>Percent</u>	<u>Space desires (Avg.) Sq.Ft.</u>	
			<u>Vacant dock</u>	<u>Building</u>
Retail	5	25%	2,451	4,027
Food service/restaurants	4	20%	1,676	2,651
Boat/fishing charters	2	10%	1,476	1,626
Marine repair/sales	5	25%	3,276	2,675
Seafood processing (commer.)	1	5%	1,500	1,200+
Other (contractor, office use)	3	15%	2,100	2,502
Total	20	100%	12,479	14,681

The "food service/restaurant" category includes 2 retail oriented or custom seafood processors. The "other" category includes 1 general contractor with marine operations, real estate office, and a credit union. The space desires reported are the average sizes from the ranges presented in Questions 3 and 4 and selected by the respondents. An additional indicator of type of business is provided by Question 21, which asks respondents which type of customer they have.

Questionnaire Response

Following is the tabulation of the questionnaire results with comments regarding the question and response following. Each of the questions are listed as they were included in the questionnaire. Except for questions 1 and 2, the percentage of respondents are first presented as the percent of yes respondents then the percent of total respondents.

1. If the City of Homer developed the Harbor Slope would you lease designated, vacant dock space (and construct your own building)?

	<u>Number</u>	<u>% of Yes</u>
Yes	11	19.3
No	38	66.7
Maybe	3	5.3

This question solicits a response of interest in the project and if the respondent is interest in vacant space designated specifically for his use. Some respondents answered no to Question 1 and yes to Question 2 or visa versa.

2. If the harbor slope was developed would you lease space in an existing building, constructed on the dock?

	<u>Number</u>	<u>% of Yes</u>
Yes	12	21.1
No	33	57.9
Maybe	3	5.3

This question again solicits a response of interest in the project and a preference for building space versus vacant dock space. The yes responses to Questions 1 and 2 are very close, varying only 1.8%. The yes responses indicate about the same interest in vacant dock space as in building space.

3. If you leased vacant dock space, how much area (Sq.Ft.) would you require? Assume walkways, public restrooms, etc. would be provided.

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
150- 300 Sq.Ft.	2	10%	5%
301- 550 Sq.Ft.	2	10%	5%
551- 900 Sq.Ft.	3	15%	5%
900-1200 Sq.Ft.	3	15%	5%
1200-1500 Sq.Ft.	1	5%	1.75%
1500+ Sq.Ft.	3	15%	5%

The respondents here are closely distributed for all of the size variations. The choices presented were designed to provide for small, primarily retail oriented space at 150 to 300 square feet which is most similar to the existing Hillstrand Boardwalk development on the Spit. The other size alternatives allow a selection of whatever space the potential user desires. The total of these responses, using the average of the size ranges, indicates a demand for 12,479 square feet of vacant dock space.

4. If you leased space in an existing building, what size would you need? Assume hallways, public restrooms, etc. would be provided.

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
150- 300 Sq.Ft.	0	0	0
301- 550 Sq.Ft.	2	10%	5%
551- 900 Sq.Ft.	5	25%	10.5%
901-1200 Sq.Ft.	4	20%	7%
1200+ Sq.Ft.	5	25%	8.8%

The number of respondents interested in space in a City provided building desire larger spaces than if leasing vacant dock space. The indicated building area required, again using the average of each range is 14,681 square feet. The respondents therefore desire more total building square footage than if leasing vacant dock space. The number of respondents interested in building space total 18 compared to 16 for vacant dock space.

5. Would you be willing to pay rent in the range of \$900-1200 per month for 750 square feet of vacant dock space (construct your own building)?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Yes	3	15%	7%
No	12	60%	44%
Maybe	1	5%	

The rent range presented in the question is the estimated breakeven point of the vacant dock space, utilizing a cost of construction of approximately \$50 per square foot. Operating expenses and debt service were included in the calculation of that breakeven rent. The rents range from \$1.20 to \$1.60 per square foot per month. Responses to this question ranged from "sounds kind of high" to "rents are way out of line, too high". Currently, commercial retail and office space within the Homer central business district leases at \$.90 to 1.40 for good quality building space, fully serviced. The preponderance of no responses to these rents is therefore not surprising particularly for the Homer area respondents.

6. Would you be willing to pay rent in the range of \$1,800 - 2,400 per month for 750 square feet of space in a building located on the dock? You pay heat and lights.

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Yes	3	15%	5%
No	14	70%	49%

This question also presents a breakeven rent, utilizing an estimated dock construction cost of \$50 per square foot and a building cost at \$50 per square foot. That building cost is certainly conservative, utilizing a simple building design with the lessee providing all interior improvements (partitions, floor covering, etc.). The rents presented are again calculated at an estimated breakeven point, estimating operating expenses, debt service, etc. With a building cost increase, debt service and the breakeven rents would rise also. The rent range presented is from \$2.40 to \$3.20 per square foot.

7. Would you operate your business seasonally or year-around?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Year Around	10	50%	19%
Summer	8	40%	19%
Winter Only	0	0	

This question was provided to assist in structuring potential leases and building design. The respondents are evenly split on year around and summer use.

8. What type of lease would you prefer, percent or straight? Percent leases would include a monthly minimum plus a percent of sales. Straight leases would be at a flat rate.

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Percent lease	2	10%	3.5%
Straight lease	16	80%	35%

A percentage lease with a monthly minimum is typical in leases of retail shopping malls. There are however no known commercial leases within the Homer area on a percentage basis. Additionally, the respondents may be reluctant to share profits/risk and consider their income confidential.

9. Would you prefer the lease payment at a flat monthly rate or adjusted seasonally (higher in summer, lower in winter or low season)? The yearly total would be the same.

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Adjusted Seasonally	14	70%	30%
Flat monthly	3	15%	7%

Seasonally adjusted leases are typical of tourist oriented retail space and some restaurants. Since the yearly total would remain the same, only the monthly cash flow of the project would be affected.

10. What special services/utilities would your use require?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total</u>
Fire sprinkler service	8	40%	18%
Oil disposal	2	10%	3.5%
Seafood carcass disposal	2	10%	3.5%
Others - smoker, gurry waste	3	15%	5%
fish cleaning area	1	5%	1.75%
10 ton boat lift	1	5%	3.5%

This question is presented to provide some assistance in design of the dock/building facility. The intent of this question was to identify which services would be required on the dock/deck or in the building. A 10 ton boat lift is apparently desired by some respondents however the general information and building/deck design would not indicate that the facility is designed for such a use.

11. If you leased bare dock space would you anticipate borrowing money from a lending institution to construct a building?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Yes	5	25%	12%
No	9	45%	19%

This question was presented to assist in identifying the lease term that may be required. If a user proposes borrowing for construction of a building the lease term would have to exceed the loan term by 10 years (to conform with national banking laws). Therefore longer leases would be required by the City in leasing the vacant dock space. The majority of respondents however anticipate no borrowing from a lending institution thereby reducing the demand for long term leases.

12. How long of a lease term would you desire?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
5 years	6	30%	16%
10 years	3	15%	7%
15 years	1	5%	1.75%
20 years	3	15%	5%
Annual	2	10%	3.5%

The respondents to this question identify a majority interest in a 5 to 10 year lease. To keep the questions as short and direct as possible the provision for a periodic rent escalator clause was not addressed.

13. Identify what access is important/necessary to your business?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total</u>
Vehicular access/service	11	55%	26%
Vehicular access-storage	3	15%	5%
Ramp pedestrian access	9	45%	19%
Other - freight deliveries	2	10%	3.5%

This question identifies a design requirement of either vacant dock space or a City provided building. The majority of respondents desire periodic service access. Ramp pedestrian access is also an important requirement for 45% of the potential users.

14. Would you require exterior (outside/open) space or conduct your business totally within a building?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Exterior space	5	25%	12%
Conduct business in building	15	75%	30%

This question was also presented to assist in design of the facility. Exterior space would allow for walk-up food establishments, etc. The majority of potential users however propose to conduct their business within their building. This requirement then reduces the walkway and exterior access space that may be required, increasing efficiency of the development.

15. Is a view of the boat harbor important to your business?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Yes	12	60%	28%
No	5	25%	14%

The response to this question indicates a majority are interested in a harbor view from the project. However since a significant percentage do not require a harbor view the development could include space to accommodate both users.

16. Is customer visibility from the road important to your business?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Yes	15	75%	33%
No	3	15%	7%

An important design feature of the project should be orientation to provide visibility from the road. The desire for both a harbor view (Question 15) and road visibility may complicate design and project efficiency.

17. If you leased bare dock space to construct a building do you think all buildings should have a common design/theme?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Yes	10	50%	23%
No	6	30%	12%

The majority of respondents are obviously agreeable to a common design with one respondent stating "within reason".

18. Would access from the dock/deck to the harbor be important to your business?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Yes	13	65%	23%
No	4	20%	11%

This question is somewhat unclear since it does not identify whether harbor access would be via one of the ramps or direct water-dock access. Most of the seafood processing respondents however answered no to Questions 1 and 2, and did not respond to this question. They are considered the most likely group to desire direct dock-water access. The desire for harbor access could be accomplished by construction of the facility adjacent to one of the harbor access ramps.

19. Would you be willing to construct a building in conformance with design covenants, including sign size, location, etc.?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Yes	11	55%	23%
No	6	30%	12%

This question is similar to Question 17 however includes sign size and location. The response is the same as Question 17.

20. In operation of your business would you be willing to conform to standard operating covenants such as hours/days open, type of merchandise/product, etc.?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Yes	7	35%	14%
No	10	50%	23%

The intent of this question was to solicit the response to uniform operating hours which are often imposed in retail shopping malls. The response is obviously not in favor of such controls. This may be a reaction to City or government ownership control of the proposed facility.

21. What type of customer does your business primarily have?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
Visitor/tourist	12	60%	28%
Commercial fisherman	9	45%	25%
Homer resident	9	45%	23%

The response to this question indicates that the respondents are roughly evenly split on type of customer. Some respondents however marked all 3 types of customers.

22. What type of business would you prefer to be located close to?

	<u>Number</u>	<u>% of Yes</u>	<u>% of Total Response</u>
High traffic retail	13	65%	26%
Commercial fisheries	5	25%	9%
Marine repair	5	25%	9%
Office or low traffic retail	6	25%	11%

This question was presented to determine if the facility should be constructed in 2 phases with high traffic retail segregated from the marine repair and fishery space. Also, this question identifies what allocation of space should be made to the various uses. The commercial fishery and marine repair uses could be combined in 1 phase.

23. How long has your business been established?

	<u>Number</u>	<u>% of Yes Responses</u>
1 year	2	10%
2 years	1	5%
3 years	1	5%
4-6 years	2	10%
7-10 years	3	15%
11-15 years	2	10%
16-30 years	2	10%
30+ years	3	15%

This question was listed to provide some indication of credibility of the respondents. Newer, less established businesses have a higher failure rate and therefore would indicate less emphasis in the survey analysis. The

majority of respondents however have been in business 4-10 years.

Narrative Comments

Following are a random list of comments which respondents included. Due to the wide variation, most do not relate to a specific question. The respondents names/businesses are deleted for anonymity.

Believes concept should have a high priority in development of harbor areas. Thought many benefits to port and community.

". . . is a steamship company that represents ship owners. Since it does not appear facility will contain a cargo dock highly unlikely that we would require space."

"Rents are way out of line."

Willing to support businesses in Homer area if suitable tourist accommodations could be made and attractions developed.

. . . interested in a booth for short times.

Intended location on wrong side of harbor to do business any good. Thought should be located on Whitney side because access as planned is only to pleasure boats.

In favor of well planned development of the Spit but has a long term commitment on the Boardwalk so felt questionnaire N/A to them.

Not interested for their business, probably good idea to reduce congestion during tourist season.

"May be good for tourism and fisheries supply, but not suitable for commercial freight business."

"Keep the City out of building and construction business. Have enough City projects to subsidize. Don't bankrupt me by being competitive."

"Not interested in anything in Homer at this time."

No plans to locate in Homer

"No plans to expand to Homer."

Own business can be serviced by better means.

Business development in Homer not viable unless Homer becomes an oil supply base. Responding company more "oil oriented than fishing."

"Don't plan to open plant in Homer". Can use facilities of existing companies to unload fish. This development though might provide an attraction for business and tourists and ease summer Spit congestion.

"Possibly interested if money available for small office lease in building for contact by public and monitor commercial fisheries on the Spit." Bulletin board displays regarding fish and shellfish.

Wants to move existing building onto dock space.

"Fresh idea". Bring tourists although responding business doesn't derive money from them. Now pays over \$1.00 per square foot for present lease and had to reduce personnel because of the price. City might cut price in half and have some "real" interest.

Would be interested in leasing office space on harbor slope with dock space and storage area.

"If City continues to leave loading dock parking area vacant of a dumpsters I'm going to throw tourist garbage all over your property."

Summary

A demand is indicated by the percentage of respondents and space needs identified. The breakeven rents are however not acceptable to the respondents, obviously too high. The space needs identified in the survey indicate that the project would best be phased. Some adjustment must be made in rents. Either the City would have to consider subsidizing the project initially or possibly the design could be changed to provide for less costly construction.

The respondents are about evenly split on the desire for vacant dock space or building space. The City must weigh the advantages of each. As vacant dock space the project is less costly with less maintenance and administration cost to the City. The disadvantages are more difficult control of tenants/uses, and long term leases would likely be required to finance building construction. The long term leases would not allow escalating rents more freely on the space. The advantages of leasing building space by the City would be better control of building design and quality, overall higher density/efficiency, and the City's advantage of financing construction at better terms. By borrowing at a lower rate with a longer payout, the project could in return be leased at a lower rate. The obvious disadvantage is overall higher cost to the City with more maintenance and management required.

In addition to leasing space (either dock or building) to specific users, a "peddler area" could be developed. This type of space was identified in the market survey, found in Southeast Alaska, and suggested by one of the questionnaire respondents. This space would typically rent at a higher rate although with more rapid turnover.

QUALIFICATIONS

DAVID M. DERRY

EXPERIENCE:

Self-employed, Derry & Associates, 1978 to present.

Real Estate Appraiser, Hillas Appraisal Company, Homer, 1976-1978.

National Bank of Alaska, part time 1961-69; full time 1969-76. Most recent position: Manager, Homer branch.

EDUCATION:

Texas Tech University, Business Administration major.
University of Alaska, Business Administration major.

Capitalization Theory & Techniques, Part 1 and 2, American Institute of Real Estate Appraisers, Boulder, Colorado, 1982.

Standards of Professional Practice, American Institute of Real Estate Appraisers, Tempe, Arizona, 1981.

Course VIII, American Institute of Real Estate Appraisers, Houston, Texas, 1978.

Course 1-A, American Institute of Real Estate Appraisers, Houston, Texas, 1977.

Market Extractions Seminar, SREA, 1981; Introduction to Mobile Home Appraising, SREA, 1980; Income Capitalization Workshop, SREA/AIREA, 1979; Appraising Apartments Seminar, SREA, 1978; Contemporary Real Estate Analysis Methods Seminar, SREA/AIREA, 1977; Marketability and Market Analysis Seminar, AIREA/SREA, 1977.

TYPICAL ASSIGNMENTS:

Narrative appraisal of commercial, retail, industrial and multi-family properties. Appraisal clients include:

Seldovia Native Association, Inc.	City of Homer
Alaska Renewable Resources Corp.	Chevron USA
Ninilchik Native Association, Inc.	City of Seldovia
Kenai Peninsula Borough	Seward Fisheries

Residential form appraisals accepted by Alaska Bank of Commerce, Alaska Mutual Savings Bank, Alaska National Bank of the North, Alaska Statebank, Alaska USA Federal Credit Union, First Federal Savings and Loan, Peninsula Savings and Loan, National Bank of Alaska and United Bank Alaska.

QUALIFICATIONS OF THE APPRAISER (Cont.)

BUSINESS AND PROFESSIONAL:

Candidate Member, Society of Real Estate Appraisers.
Associate Member, Kachemak Board of Realtors.
Candidate for Residential Member (RM) designation,
American Institute of Real Estate Appraisers.
FNMA (Federal National Mortgage Association) Level 1
Appraiser.
HUD/FHA designated fee appraiser.
Veterans Administration (federal) designated fee
appraiser.
Qualified as an expert witness, Superior and District
Courts, Third Judicial District, State of Alaska.

A D D E N D U M

7. Would you operate your business seasonally or year-around?

_____ Year Around _____ Winter only
_____ Summer only

8. What type of lease would you prefer, percent or straight? Percent leases would include a monthly minimum plus a percent of sales. Straight leases would be at a flat rate.

_____ Percent _____ Straight

9. Would you prefer the lease payment at a flat monthly rate or adjusted seasonally (higher in summer, lower in winter or low season)? The yearly total would be the same.

_____ Yes _____ No

10. What special services/utilities would your use require?

_____ Fire sprinkler service
_____ Disposal of used oil
_____ Disposal of seafood carcasses
_____ Others (list)

11. If you leased bare dock space would you anticipate borrowing money from a lending institution to construct a building?

_____ Yes _____ No

12. How long of a lease term would you desire?

_____ 5 years _____ 15 years
_____ 10 years _____ 20 years
_____ Annual

13. Identify what access is important/necessary to your business?

_____ Vehicular access-service (ability to drive truck/vehicle to or into bldg.periodically.)
_____ Vehicular access-storage/display (ability to move vehicles/boats into and out of bldg. frequently.)
_____ Ramp pedestrian access (no stairs.)
_____ Other _____

14. Would you require exterior (outside/open) space or conduct your business totally within a building?

_____ Need exterior space (display, customer walk-up, etc.)
_____ Conduct business in building

15. Is a view of the boat harbor important to your business?

_____ Yes _____ 55 _____ No

16. Is customer visibility from the road important to your business?
 _____ Yes _____ No
17. If you leased bare dock space to construct a building do you think all buildings should have a common design/theme?
 _____ Yes _____ No
18. Would access from the dock/deck to the harbor be important to your business?
 _____ Yes _____ No
19. Would you be willing to construct a building in conformance with design covenants, including sign size, location, etc.?
 _____ Yes _____ No
20. In operation of your business would you be willing to conform to standard operating covenants such as hours/days open, type of merchandise/product, etc.?
 _____ Yes _____ No
21. What type of customer does your business primarily have?
 _____ Visitor/tourist
 _____ Commercial fisherman
 _____ Homer area resident
22. What type of business would you prefer to be located close to?
 _____ High traffic retail
 _____ Commercial fishery supply/equipment sales
 _____ Marine repair
 _____ Office or low traffic retail
23. How long has your business been established?
 _____ Years

COMMENTS

Harold Holdorf Alaska Refrigeration & Air Conditioning 3901 Taft Anchorage, Alaska 99503	David Gransbury The Ulu Factory 298 Warehouse Ave. Anchorage, Alaska 99501	Ken Brovald Alaska Treasure Shop 436 W. 4th Ave. Anchorage, Alaska 99501
Jack Scoby, General Manager N.C. Machinery Company P.O. Box 6148 Anchorage, Alaska 99502	Totem Ocean Trailer Express, Leighton Thetford 619 Warehouse Ave., Suite 242 Anchorage, Alaska 99501	Sandy Crane Alaska Tour & Marketing Svcs. 838 W. 4th Ave. Anchorage, Alaska 99501
Don Parker Motorola Communications & Electronics 5333 Fairbanks St., Suite 1 Anchorage, Alaska 99502	Cliff Huston Totem Equipment & Supply 2536 Commercial Drive Anchorage, Alaska 99501	The Artique Box 1772 Homer, Alaska 99603
Bill Pargeter McDonalds 915 E. 82nd Avenue Anchorage, Alaska 99502	Dennis Winfree 10th & M Seafoods 1020 M. Street Anchorage, Alaska 99501	Homer Diesel Services Box 3699 Homer, Alaska 99603
Mr. Tom Talasz, Alaska Manager Liquid Air Corporation 6510 Arctic Spur Road Anchorage, Alaska 99502	Susan K. Lyon Outdoor World Ltd. 825 W. 8th Ave., Suite 240 Anchorage, Alaska 99501	State of Alaska Dept. of Fish & Game P.O. Box 234 Homer, Alaska 99603
Jim Towne Emerson G.M. Diesel, Inc. 6161 rosewood Anchorage, Alaska 99502	Dale Hanson Jackovick Tractor & Equip. 1716 Post Road Anchorage, Alaska 99501	Advanced Communications P.O. Box 1779 Homer, Alaska 99603
Yun Hong, Director of Admin. Crowley Maritime Corporation 201 Danner Ave. Anchorage, Alaska 99502	Chuck Conway Dillingham Maritime-Ocean Division 201 E. 3rd Ave., Suite 205 Anchorage, Alaska 99501	
Larry Baker Burger King Managers 501 W. Potter Anchorage, Alaska 99502	James E. Hemming, Mgr. Alaska Operations Dames & Moore 800 Cordova St., Suite 101 Anchorage, Alaska 99501	
Tom M. Labno Big Three Lincoln Alaska 6415 Arctic Blvd. Anchorage, Alaska 99502	Mrs. Bernadette Murray, Ak. State Mgr. Continental Telephone 900 West 5th Ave., Suite 730 Anchorage, Ak. 99501	
W.B. Eckhardt, Gen. Manager Alaska USA Fed. Credit Union Pouch 6613 Anchorage, Alaska 99502	John Cairns Carrs Quality Centers 1341 Fairbanks Street Anchorage, Ak. 99501	

ALASKA SHOP
P.O. Box 217
Seward, Alaska 99664

KAWAWE S
P.O. Box 67
Seward, Alaska 99664

Homer Insurance
P.O. Box 429
Homer, Alaska 99603

Hank's Video
P.O. Box 1868
Homer, Alaska 99603

Inlet Taxi Service
P.O. Box 888
Homer, Alaska 99603

Kachemak Engineering Serv.
and Fabriaction
P.O. Box 941
Homer, Alaska 99603

Katch Canning Co.,
P.O. Box 851
Homer, Alaska 99603

Lands End Resort
P.O. Box 273
Homer, Alaska 99603

Manley Terminals, Inc.
P.O. Box 955
Homer, Alaska 99603

Maritime Helicopter
P.O. Box 357
Homer, Alaska 99603

Pate Insurance Agency
P.O. Box 257
Homer, Alaska 99603

Pioneer Auto & Truck Parts
P.O. Box 193
Homer, Alaska 99603

Seward Fisheries
P.O. Box 398
Homer, Alaska 99603

Travel Center
P.O. Box 2885
Homer, Alaska 99603

Yukon Office Supply
Drawer 3491
Kenai, Alaska 99603

Flowers By Betty
P.O. Box 1193
Homer, Alaska 99603

Sears & Roebuck
P.O. Box 157
Homer, Alaska 99603

Book Cache
Box 267
Kenai, Alaska 99611

Alaska Commercial Company
Box 280
Kenai, Alaska 99611

Morgan Steel, Inc.
Drawer 1060
Kenai, Alaska 99611

G.F. Sherman Signs
Box 2462
Kenai, Alaska 99611

Columbia Wards Fisheries
Box 450
Kenai, Alaska 99611

Sea Land Services
Box 1087
Kenai, Alaska 99611

Totem Ocean Trailer Express
Box 3531
Kenai, Alaska 99611

Crowley Maritime Corporation
Box 483
Kenai, Alaska 99611

Alaska Wilds Wildlife Prints
Box 1683
Kenai, Alaska 99611

Dragnet Fisheries
Box 3992
Kenai, Alaska 99611

Dan's TV Appliance Inc.
Box 641
Kenai, Alaska 99611

Bon's Dive Shop
Box 1802
Kenai, Alaska 99611

River & Sea Marine
Box 4060
Kenai, Alaska 99611

North Country Halibut Charter Box 889 Homer, Alaska 99603	Kopper Kettle Box 855 Homer, Alaska 99603	Anderson Tug & Barge Co. Box 1315 Seward, AK 99664
Northern Enterprises SRA Box 90B Homer, AK 99603	Fred Braun's Sport Shoppe Drawer D Kenai, AK 99611	Forget-Me-Not Box 595 Seward, AK 99664
National Bank of Alaska Box 135 Homer, Alaska 99603	Peninsula Dairy Queen Drawer M Kenai, AK 99611	Breeze In Bar & REstaurant Box 935 Seward, AK 99664
Peninsula Savings & Loan Box 1985 Homer, AK 99603	Homesteaders Emporium Box 501 Kenai, AK 99611	Terminal Oil Sales Box 317 Homer, Alaska 99603
Southwest Alaska Pilot Assoc. Box 977 Homer, AK 99603	Olga's Fine Jewelry Box 3601 Kenai, AK 99611	The Unique Botique Box 2331 Homer, Alaska 99603
Sportsman's Marine Supply SRA Box 106 Homer, Alaska 99603	T-Shirt Cache Box 4664 Kenai, AK 99611	Homer Hol-n-one Box 3650 Homer, Alaska 99603
Triple T Hobbies Thomas's Marine Service Box 280 Anchor Point, AK 99556	Inez's Western & Sportswear c/o Box 7062 NRB Kenai, AK 99611	Alaska F.I.S.H. Box 2840 Homer, Alaska 99603
Ulmer Rexall Box 520 Homer, Alaska 99603	Trading Bay Enterprises Box 7181 NRB Kenai, AK 99611	Mr. Spencer Ellsworth Electronics Unlimited Box 833 Homer, Alaska 99603
Wallace's Bake Shop Box 1344 Homer, AK 99603	Debenham Electric Supply Route 1, Box 70 Kenai, AK 99611	The Boat Barn SRA Box 34E Homer, Alaska 99603
Whitney Fidalgo Seafoods Box 231 Homer, AK 99603	K Beach Hobbies Box 3429 Soldotna, AK 99669	South Central Radar Box 1426 Homer, Alaska 99603

Fire Control Systems
Box 4150
Kenai, Alaska 99611

Roger R. Haxby
Waukesha Alaska Corp.
P.O. Box 11-1098
Anchorage, Alaska 99511

Kay Sugimoto
America & Pacific Tours, Inc.
P.O. Box 1068
Anchorage, Alaska 99510

Salamatof Seafoods, Inc.
Drawer 4220
Kenai, Alaska 99611

Harold Wagner
Wagner Refrigeration
P.O. Box 10-487
Anchorage, Alaska 99511

Lloyd Lindsay
Alaska Fish & Farm Products, Inc.
1800 Ship Ave.
Anchorage, Alaska 99510

Alaska TV Sales & Service
Box 4385
Kenai, Alaska 99611

Elizabeth Vischer
Atlas Tours
P.O. Box 10-173
Anchorage, Alaska 99511

Mr. Frank Wanamaker
Arctic Cold Storage, Inc.
P.O. Box 8756
Anchorage, Alaska 99508

Lynden Transport, Inc.
Route 1, Box 23
Kenai, Alaska 99611

Bill Pedlar, Division Manager
Westours Motor Coaches, Inc.
P.O. Box 479
Anchorage, Alaska 99510

John Hovack
Sea Galley Restaurant
40th & C Street
Anchorage, Alaska 99507

Sewell F. Faulkner

Big Three Lincoln Alaska, Inc.
Route 1, Box 169
Kenai, Alaska 99611

PAUL HODDICK
Pauls Jewelry
P.O. Box 840
Anchorage, Alaska 99510

Princess Tours/
American Travel Service
P.O. Box 100-459
Anchorage, Alaska 99510

North Star Terminal
P.O. Box 2019
Anchorage, Alaska 99510

C.M. Bentz
North Star Terminal &
Stevedore Co.
Box 2019
Anchorage, Alaska 99510

Hirohide Sugiyama
South Central Timer Developme
Inc.
255 E. Fireweed Lane, Suite 1
Anchorage, Alaska 99503

Frontier Alaska State Credit
Box 3099
Soldotna, Alaska 99669

Don G. Andrews
Consolidated Freightways
P.O. Box 101639
Anchorage, Alaska 99510

Jim Davis
Sea-Land Services, Inc.
2550 Denali St., Suite 1604
Anchorage, Alaska 99503

Craig Taylor Equipment
Route 2, Box 881
Soldotna, Alaska 99669

Robert Gerdon
B&C Supply Corporation
Box 1679
Anchorage, Alaska 99510

Reed Stenhouse Inc. of Alaska
Lee Olson, Sr. V.P.
4794 Business Park Blvd. #1
Anchorage, Alaska 99503

Dick Albers, Vice President
Republic Automotive Parts,
Inc.
7318 Amber Lane, S.W.
Tacoma, Wash. 98498

Dave Harbour
ARCO Oil & Gas Co.
P.O. Box 360
Anchorage, Alaska 99510

David W. Haugen, President
Ocean Technology, LTD
2502 W. Northern Lights Blvd.
Anchorage, Alaska 99503

B&C Supply Corp.
Box 860
Kenai, Alaska 99611

Alaska Maritime Agencies
Box 1916
Kenai, Alaska 99611

Royal Pacific Fisheries
Box 4100
Kenai, Alaska 99611

Marine Services of Alaska
Box 2329
Homer, Alaska 99603

Narrows Charters
General Delivery
Halibut Cove, AK 99603

Kachemak Food Cache
Box 1016
Homer, Alaska 99603

Willie's Inland Barge
Box 585
Homer, AK 99603

Bay Supply
Box 997
Homer, Alaska 99603

Owen Marine
Box 2586
Homer, Alaska 99603

Fred Christie
Lynden Transport, Inc.
6250 S. 228th
Kent, Wash. 98032

M.W.Odom
Anchorage Cold Storage Co.
Box 39
Anchorage, Alaska 99510

Thomas Reeves
The Little Fisherman
555 W. Northern Lights Blvd.
Anchorage, Alaska 99503

Glen D. Chambers
Yukon Equipment, Inc.
2020 E. Third Avenue
Anchorage, Alaska 99501

Automatic Welding & Supply
Vernon Christianson
3038 Rampart Drive
Anchorage, Alaska 99501

AREA ANALYSIS (Cont.)

The City provides a variety of services to its residents. There is a full time police department, volunteer fire department (city supported) and road maintenance of approximately 12 miles of local roads. The City is rated for insurance purposes as a protection Class 5. The City maintains an improved 40 acre park including a 34 space campground southwest of the local hospital with construction of 2 new "pocket parks" scheduled for this summer. A new library building was completed in 1979 and a new fire station in 1980. Expansion to the Public Safety (police) building will be complete this summer and expansion of the Public Works facility planned for fall.

A small boat harbor, fish dock facility and large boat dock, all constructed partially with State and federal money, are operated by the City of Homer, located on the Homer Spit. The Small Boat Harbor has approximately 400 slips and a waiting list approximately 1 1/2 times the slip capacity. The harbor receives intense use in the peak summer periods and in 1982 had 1900 boats registered for reserved and transient moorage space in the harbor.

Engineering has been completed for major expansion of the boat harbor and construction of a new port facility with ocean berth. Funding for the project will be provided by the City, State of Alaska, and federal government through the U.S. Army Corps of Engineers. The project is planned in 3 phases: 1) a new fish dock facility for unloading seafood product for processing, etc.; 2) enlargement of the harbor, development of a 30.5 acre staging area, load and launch ramps, new fuel float and marine lift; and 3) construction of a first section of 350 foot ocean berth. Phase I is funded and under construction with completion anticipated for late this year. Funding is 50% available for Phase II enlargement of the harbor and staging area with the remainder anticipated in 1983 supplemental budget requests from the State of Alaska. Funding for completion of ancillary harbor improvements and the ocean berth are anticipated in the 1984 and 85 State budgets.

The harbor expansion will increase the existing 16.5 acre harbor to 48.7 acres and permanent mooring space will increase from the existing 398 slips to approximately 1525.

Recent expansion to the City's water treatment plant increased capacity to 2 million gallons per day and is serving a population of 1650. The sewer system is presently serving approximately 1300 with a design capacity of between 2,000 and 2,500 and plant modifications underway to increase capacity. There are no moratoriums or restrictions on connecting to existing water or

AREA ANALYSIS (Cont.)

sewer lines.

The South Peninsula Hospital, completed and occupied in 1977 has a 17 bed capacity and is operated by the Kenai Peninsula Borough Hospital Service area. A 2.46 mills real property tax rate (included in the Borough portion) is levied on all property within the service area. Funding for Phase I of a 2 phase hospital expansion project has been approved by the voters. The 18 month construction period commenced in June, 1983. This project will add 6 long term and 18 acute care beds as well as a 5 bed intensive care suite, expanded labor and recovery areas, and support areas.

Schools serving the area are operated by the Kenai Peninsula Borough. A major addition to the Homer High School was completed in 1979. In 1982 Borough voters approved a bond issue for construction of a 600 student high school (grades 9-12) and final site work is now being completed. The project is scheduled for use in Fall, 1985. A new elementary school is under construction at McNeil Canyon, 12 miles on the East Road. Enrollment is projected at 100 for opening day in September, 1983. Following is a report of capacity and enrollment for the 1982-83 school year.

	<u>Capacity</u>	<u>Enrollment</u>
Paul Banks Elementary School(K-5)	325	458
Homer Jr./Sr. High School(6-12)	475	581

Following is a table showing assessed value increases and the real property tax rate. The tax rate below does not include the Borough portion which is currently 4.96 mills.

	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
Assessed Value (\$000)	\$58,223	\$97,562	\$101,697	\$118,303	\$120,025
City Tax Rate (Mills)	12.00	10.00	8.00	7.00	10.00

ECONOMIC BASE AND INDUSTRY

The primary economic base in the Homer area historically has been fishing and fish processing. The location on Kachemak Bay and Cook Inlet, a major source of seafood, provides a natural setting for this industry. However, in the past decade the economy is diversifying and expanding. There are new sources of money from tourism, government spending and increased growth and demand for services and

AREA ANALYSIS (Cont.)

Electric Association throughout the Kenai Peninsula. Project funding is being pursued through the State of Alaska. The project is estimated to cost \$280 million and produce 60 megawatts of power upon completion in 1988 or 1989.

Transportation facilities are adequate. Most freight is trucked from Kenai and Anchorage. Scheduled air service is available to Anchorage on Alaska Aeronautical, Valdez Airlines, and South Central Air, commuter airlines. The Alaska State Ferry System provides service weekly in the winter (except for approximately 30 days of maintenance), twice weekly in the summer to Seldovia and Kodiak.

The City is served by two commercial banks and a savings and loan. A wide variety of local businesses generally provide services and products. Medical care is available from local doctors and dentists.

SUMMARY

Homer has enjoyed a stable, consistent rate of growth over the past years. The outlook in the foreseeable future is for continued steady growth. In 1983 public sector construction - schools, harbor and road work, appear to be the bright spots with an upswing in residential construction. The area will continue to benefit from general statewide activity which relates directly to the local tourism industry.

Hardor Industries
Box 1138
Homer, Alaska 99603

Halibut King Charters
Box 1687
Homer, Alaska 99603

Mechels
Box 489
Homer, Alaska 99603

Homer Boat Yard
Box 2091
Homer, Alaska 99603

His'n Hers
Box 992
Homer, Alaska 99603

Alaska Bank of Commerce
Drawer 198
Homer, Alaska 99603

Porpoise Room
Box 2157
Homer, Alaska 99603

Homer Hydraulics
Box 3118
Homer, Alaska 99603

CFAB
Box 2257
Homer, Alaska 99603

Silver Fox Charters
Box 402
Homer, Alaska 99603

Kachemak Bay Wilderness Ldg.
Box 965
Homer, AK 99603

Alaska Wild Berry Products
Box 374
Homer, AK 99603

South Central Radar
Box 1426
Homer, Alaska 99603

Kachemak Gear Shed
Box 2707
Homer, Alaska 99603

Cheepie Auto Rental
Seahawk Charters
Box 359
Homer, AK 99603

Moss Harbor Marine
Box 576
Homer, Alaska 99603

Krystal
Arndt Brothers
Box 133
Homer, Alaska 99603

Dody's Deli, Ltd.
Box 2714
Homer, Alaska 99603

Sourdough Express Bakery
SRA Box 112
Homer, Alaska 99603

Mr. Gates Brown
Sporter Arms
Box 295
Homer, Alaska 99603

Haas Electric
Box 1558
Homer, Alaska 99603

Alaska Ship Brokers
Box 1047
Homer, Alaska 99603

The Outdoor Store
Box 1628
Homer, Alaska 99603

Glacier Drive In
Box 1195
Homer, Alaska 99603

Bessie M Seafoods
Box 1057
Homer, Alaska 99603

The Soup Bowl
Box 1079
Homer, Alaska 99603

Homer Rexall Drugs
Box 314
Homer, Alaska 99603

Central Charter Booking
SRA Box 104
Homer, Alaska 99603

Raven Marine Charters
SRA Box 106
Homer, Alaska 99603

Homer Tours
Box 1264
Homer, Alaska 99603

AREA ANALYSIS
HOMER

GEOGRAPHICAL CHARACTERISTICS

The City of Homer is located on the Kenai Peninsula in Southcentral Alaska. Natural physical boundaries are Cook Inlet on the west, Kachemak Bay on the south and the Fox River Valley on the northeast. The Kenai National Moose Range extends into the Fox River Valley on the east. There is no physical separation north, however the hills have a steep north slope up and would be considered a boundary.

Homer is located approximately 120 air miles south of Anchorage and 225 miles by road. The Cities of Soldotna and Kenai (the largest population center) are located north approximately 75 miles.

Many of the area residents live outside the incorporated city limits. However, the City is the community center and provides primary shopping, culture, etc. Schools are provided by the Kenai Peninsula Borough and are located within the city limits for area students.

Topography in the city is primarily a gradual to moderate north to south slope down to the Kachemak Bay beach. There are several natural drainage areas and stream beds which run north to south with some steep ravines along. The Homer Spit extends approximately 4 miles into Kachemak Bay and is the dominate local landmark. Soil and subsoil conditions are typically fair. The soils are primarily variations of silt loam layered over clay and clay loam. There are areas of peat with a high water table in the city, primarily around the airport. The presence of clay in the subsoil typically requires costly excavation and fill for building and road construction. For many years gravel was removed from the Spit beach for city use. However, restrictions are now imposed on such removal and gravel fill must be trucked from Anchor Point area gravel pits, approximately 15 miles northwest.

The climate is influenced by Kachemak Bay and Cook Inlet. Average temperature ranges for Homer in the summer are 42 degrees to 59 degrees; in the winter 17 to 42 degrees; and the extreme range recorded is -15 degrees to 81 degrees. Precipitation annually averages 28 inches with about 17 inches of rain (mostly in the Fall) and 101 inches of snow. The mild winters are attributed partly to the warm Japanese current in the northern Gulf of Alaska. Also, the Kenai Mountains south of Kachemak Bay interrupt the flow of prevailing wet weather and precipitation is less for this area than anywhere along the north Gulf Coast of Alaska.

AREA ANALYSIS (Cont.)

SOCIAL CHARACTERISTICS

Homer began as a fishing and agricultural area. Early history records the Homer Spit as a supply point for coal to early whaling ships. Homesteading began in the area in 1930, however expanded substantially after World War II. Completion of construction of the Sterling Highway in 1951 provided good road access for the first time and aided development.

Population statistics for the City of Homer from the U.S. Bureau of Census are:

<u>YEAR</u>	<u>POPULATION</u>	<u>--CHANGE--</u>	
		<u>DECADE</u>	<u>AVERAGE ANNUAL</u>
1964	800	N/A	N/A
1970	1,083	35.4%	3.5%
1978(interim)	2,054	N/A	10.0%
1980	2,211	104.2%	10.4%
1982	2,897	N/A	15.5%

Based on census district data the Homer trade area population is estimated at 8,000 persons. This includes Anchor Point south, Kachemak City and the East Road area, Seldovia, Halibut Cove and the south shore of Kachemak Bay. Intermediate growth projections published in the 1982 Homer Comprehensive Plan estimate a City of Homer population in 1990 of 4,700 and 8,100 by the year 2000 with similar increases in the Homer trade areas as well.¹

The City of Homer population in 1982 accounts for 8.9% of the entire Borough population of 32,259. Largest is the City of Kenai with 16%. In a study prepared in 1978 the average age in Homer was 27.1 years with 43% of the population 19 years or younger.

GOVERNMENTAL ORGANIZATION AND SERVICES

Homer is an incorporated city with a manager-council form of government located within the Kenai Peninsula Borough. The 1983 real property tax rate is 14.96 mills of which 4.96 mills goes directly to the Kenai Peninsula Borough. There is a 3% sales tax, 2% goes to the Borough.

1

Homer Comprehensive Plan, Final Draft, November 1, 1982, Pacific Rim Planners and Engineers.

Dave Derry

August 9, 1983

Mr. Chris Newby
City of Homer

Attached are revised tabulations reflecting the results with the last 2 questionnaires included. The questionnaires are also included.

Very truly yours,

1. If the City of Homer developed the Harbor Slope would you lease designated, vacant dock space (and construct your own building)?

	<u>Number</u>		<u>% of Yes</u>	
Yes	11 12		19.3 20.3	
No	38		66.7 64.4	
Maybe	3	4	5.3 6.8	

This question solicits a response of interest in the project and if the respondent is interest in vacant space designated specifically for his use. Some respondents answered no to Question 1 and yes to Question 2 or visa versa.

2. If the harbor slope was developed would you lease space in an existing building, constructed on the dock?

	<u>Number</u>		<u>% of Yes</u>	
Yes	12		21.7 20.3	
No	33		57.9 55.9	
Maybe	3	4	5.3 6.8	

This question again solicits a response of interest in the project and a preference for building space versus vacant dock space. The yes responses to Questions 1 and 2 are very close, varying only 1.8%. The yes responses indicate about the same interest in vacant dock space as in building space.

3. If you leased vacant dock space, how much area (Sq.Ft.) would you require? Assume walkways, public restrooms, etc. would be provided.

	<u>Number</u>		<u>% of Yes</u>	<u>% of Total Response</u>
150- 300 Sq.Ft.	2		10% 9%	5% 3%
301- 550 Sq.Ft.	2		10% 9%	5% 3%
551- 900 Sq.Ft.	3		15% 14%	5%
900-1200 Sq.Ft.	3		15% 14%	5%
1200-1500 Sq.Ft.	1		5%	1.75%
1500+ Sq.Ft.	3-4		15% 18%	5% 7%

The respondents here are closely distributed for all of the size variations. The choices presented were designed to provide for small, primarily retail oriented space at 150 to 300 square feet which is most similar to the existing Hillstrand Boardwalk development on the Spit. The other size alternatives allow a selection of whatever space the potential user desires. The total of these responses, using the average of the size ranges, indicates a demand for 12,479 square feet of vacant dock space.

<u>Location Surveyed</u>	<u>Allocation</u>	<u>Respondents</u>	
		<u>Yes</u>	<u>No</u>
Homer	46%	33% 34%	37%- 36%
Kenai Peninsula	25%	4%	9%
Anchorage	26%	-0 1.7%	16% 15%
Lower 48	4%	0	2%

The questionnaires sent to the lower 48 were those businesses operating in Alaska, with administrative offices elsewhere.

The respondents answering yes or maybe to Question 1 and/or 2 are identified by type of business and space demands as follows:

	<u>Number</u>	<u>Percent</u>	<u>Space desires (Avg.) Sq.Ft.</u>	
			<u>Vacant dock</u>	<u>Building</u>
Retail	5	25% 23%	2,451	4,027
Food service/restaurants	4	20% 18%	1,676	2,651
Boat/fishing charters	2-3	10% 13%	1,476	1,626
Marine repair/sales	5	25% 23%	3,276	2,675
Seafood processing (commer.)	1	5% 5%	1,500	1,200+
Other (contractor, office use)	3 4	15% 18%	2,100 3,600	2,502 2,9
Total	20 22	100%	12,479 13,979	14,681 15,107

The "food service/restaurant" category includes 2 retail oriented or custom seafood processors. The "other" category includes 1 general contractor with marine operations, real estate office, and a credit union. The space desires reported are the average sizes from the ranges presented in Questions 3 and 4 and selected by the respondents. An additional indicator of type of business is provided by Question 21, which asks respondents which type of customer they have.

Questionnaire Response

Following is the tabulation of the questionnaire results with comments regarding the question and response following. Each of the questions are listed as they were included in the questionnaire. Except for questions 1 and 2, the percentage of respondents are first presented as the percent of yes respondents then the percent of total respondents.

Survey Results

General

Following is a compilation of the number of questionnaires mailed, returned and the response:

Number Mailed	162	
Number Returned (mail)	52	Telephone interviews 67
Response	31.5% 32.1%	35.2% 36.4%
Overall Response	- 35.2% 36.4%	

The percentage of respondents is well above what is generally regarded as a typical response to a mail-out questionnaire of 5 to 15%. Accordingly, the number of respondents is considered to reinforce the reliability and accuracy of the results.

Questions 1 and 2 were key questions in determining if a user had any interest in the project. Most respondents who indicated a no to both Questions 1 and 2 did not complete the remainder of the questionnaire. Following is a tabulation of the response to Questions 1 and 2:

	<u>Yes to 1 and/or 2</u>	<u>No to 1 and 2</u>
Mail	17 18	34
Telephone	3 4	3
Total	20 22	37
Percent of Respondents	35.1% 37.3%	64.9% 62.7%

Those respondents answering "maybe" to Question 1 and/or 2 are included in the yes category above. When comparing the number and percentage of respondents above with the following questionnaire results, the reader will note a variation in the percentage reported. This variation is due to some respondents answering yes to both questions 1 and 2 or no to one question and yes to the other. The tabulation above is based on the number of respondents and considered most meaningful in determining interest in the project. Questions 1 and 2 which follow in the questionnaire response identify preference for vacant dock space or space in a City provided building.

The following summary identifies the location that the surveys were mailed to and percentage of yes/no respondents. The yes/no is the response to Questions 1 and/or 2, same as above.

Port & Harbor Water/Sewer Bills

Service Period End Date: April 30, 2016

Meter Reading Period: 3/16 to 4/12/2016

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$9.50	-	-	\$9.50	316,700	316,700	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.01	84872363	\$9.50	-	-	\$9.50	8,144,800	8,144,800	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$9.50	-	-	\$9.50	22,616,300	22,616,300	-
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$9.50	-	-	\$9.50	103,200	103,200	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$19.00	-	-	\$19.00	2,983,000	2,983,000	-
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$19.00	\$271.41	-	\$290.41	414,500	439,400	24,900
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$19.00	\$1,052.94	-	\$1,071.94	8,148,000	8,244,600	96,600
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$9.50	-	-	\$9.50	229,800	229,800	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$19.00	\$928.68	\$27.84	\$975.52	864,779,300	864,864,500	85,200
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$19.00	\$61.04	\$129.92	\$209.96	919,900	925,500	5,600
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$19.00	-	-	\$19.00	1,441,100	1,441,100	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$19.00	\$64.31	\$136.88	\$220.19	1,261,000	1,266,900	5,900
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$19.00	\$38.15	\$81.20	\$138.35	680,300	683,800	3,500
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	\$9.50	-	-	\$9.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$19.00	\$20.71	\$44.08	\$83.79	37,300	39,200	1,900
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$19.00	\$20.71	\$29.83	\$69.54	25,200	27,100	1,900
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$19.00	-	-	\$19.00	-	-	-
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$19.00	\$340.08	-	\$359.08	85,400	116,600	31,200

Overall Charges: \$3,532.78

Overall Water Usage: 256,700

Water/Sewer Monthly Comparison CY 2013 to Current								
	2013		2014		2015		2016	
January	\$1,039.71	62,100	\$3,545.49	288,500	\$2,526.35	183,700	\$1,216.22	68,800
February	\$995.09	57,300	\$4,042.38	322,400	\$2,015.14	140,800	\$1,891.14	122,500
March	\$3,777.17	91,400	\$3,968.26	320,400	\$3,339.49	253,700	\$2,341.13	162,300
April	\$2,825.07	208,200	\$5,792.92	452,200	\$4,997.38	467,700	\$3,532.78	256,700
May	\$11,647.05	1,176,600	\$12,019.73	973,600	\$6,982.27	541,900		
June	\$19,728.26	1,660,800	\$13,396.30	1,106,200	\$14,116.19	1,134,100		
July	\$73,511.61	6,344,600	\$16,516.50	1,348,000	\$12,038.01	919,900		
August	\$18,766.53	1,547,500	\$15,883.21	1,279,500	\$15,033.97	1,197,000		
September	\$12,784.77	1,057,600	\$13,105.89	1,073,100	\$15,661.07	1,307,300		
October	\$6,823.64	558,200	\$3,874.68	266,000	\$5,445.90	406,300		
November	\$5,696.76	456,800	\$3,658.86	283,400	\$1,917.85	106,100		
December	\$2,699.74	186,900	\$1,748.09	111,900	\$1,284.30	30,100		
YTD Total	\$160,295.40	13,408,000	\$97,552.31	7,825,200	\$85,357.92	6,688,600	\$8,981.27	610,300

WEEKLY CRANE TIME / TONS OF ICE
City of Homer - Fish Dock 2015

Date From	Date To	Crane Hours (Weekly)	YTD Crane	Tons of Ice (Weekly)	YTD Ice
1/4/2016	1/10/2016	6	6	shut down for maintenance	0
1/11/2016	1/17/2016	24	30	shut down for maintenance	0
1/18/2016	1/24/2016	29.1	59.1	shut down for maintenance	0
1/25/2016	1/31/2016	28.5	87.6	shut down for maintenance	0
2/1/2016	2/7/2016	30.1	117.7	shut down for maintenance	0
2/8/2016	2/16/2016	64.5	182.2	shut down for maintenance	0
2/15/2016	2/21/2016	40.2	222.4	shut down for maintenance	0
2/22/2016	2/28/2016	36.9	259.3	shut down for maintenance	0
2/29/2016	3/6/2016	32.3	291.6	shut down for maintenance	0
3/7/2016	3/13/2016	51.3	342.9	shut down for maintenance	0
3/14/2016	3/20/2016	43.3	386.2	19	19
3/21/2016	3/27/2016	46.1	432.3	28	47
3/28/2016	4/3/2016	21	453.3	13	60
4/4/2016	4/10/2016	25.4	478.7	20	80
4/11/2016	4/17/2016	52.6	531.3	81	161
4/18/2016	4/24/2016	48.6	579.9	31	192
4/25/2016	5/1/2016	26.1	606	52	244
5/2/2016	5/8/2016	30.9	636.9	16	260
5/9/2016	5/15/2016	42.5	679.4	109	369
5/16/2016	5/22/2016				
5/23/2016	5/29/2016				
5/30/2016	6/5/2016				
6/6/2016	6/12/2016				
6/13/2016	6/19/2016				
6/20/2016	6/26/2016				
6/27/2016	7/3/2016				
7/4/2016	7/10/2016				
7/11/2016	7/17/2016				
7/18/2016	7/24/2016				
7/25/2016	7/31/2016				
8/1/2016	8/7/2016				
8/8/2016	8/14/2016				
8/15/2016	8/21/2016				
8/22/2016	8/28/2016				
8/29/2016	9/4/2016				
9/5/2016	9/11/2016				
9/12/2016	9/18/2016				
9/19/2016	9/25/2016				
9/26/2016	10/2/2016				
10/3/2016	10/9/2016				
10/10/2016	10/16/2016				
10/17/2016	10/23/2016				
10/24/2016	10/30/2016				
10/31/2016	11/6/2016				
11/7/2016	11/13/2016				
11/14/2016	11/20/2016				
11/21/2016	11/27/2016			shut down for maintenance	
11/28/2016	12/4/2016			shut down for maintenance	
12/5/2016	12/11/2016			shut down for maintenance	
12/12/2016	12/18/2016			shut down for maintenance	
12/19/2016	12/25/2016			shut down for maintenance	
12/26/2016	1/1/2017			shut down for maintenance	
				shut down for maintenance	

Deep Water Dock 2015

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/3	Tustumena	296	1900/2200	St of AK	788.00	52.00
1/7	Swiftwater	218	1000/2100	Turnagain Ma	788.00	52.00
1/13	DBL 54	300	0820/1215	Kirby Offshor	788.00	52.00
1/13	Pacific Wolf	121	0845/1215	Kirby Offshor	506.00	52.00
1/17	Java Sea & DBL 78	395	0430/0900	Kirby Offshor	1,206.00	52.00
1/17	Java Sea INSIDE	121	0900/	Kirby Offshor	506.00	na
1/18	Java Sea & DBL 78	395		Kirby Offshor	1,206.00	
1/18	Java Sea INSIDE	121	/1000	Kirby Offshor	253.00	na
1/19	Java Sea & DBL 78	395	/0245	Kirby Offshor	1,206.00	
1/27	Tustumena INSIDE 1/6	296	0915/1200	St of AK	131.28	na
1/30	Java Sea & DBL 78	395	0500/	Kirby Offshor	1,206.00	52.00
1/31	Java Sea & DBL 78	395	/2020	Kirby Offshor	1,206.00	
1/31	Millennium Star	105	1800/	Olympic	253.00	na
2/1	Millennium Star INSIDE	105	/1200	Olympic	253.00	
2/4	Perseverance	207	1000/	Cispri	788.00	52.00
2/5	Perseverance	207		Cispri	788.00	
2/6	Perseverance	207	/1030	Cispri	788.00	
2/9	Millennium Star INSIDE	105	1350/	Olympic	253.00	na
2/10	Millennium Star INSIDE	105		Olympic	506.00	
2/11	Millennium Star INSIDE	105	/0900	Olympic	253.00	
2/16	PacWolf & DBL54 INSIDE	395	0745/1645	Kirby Offshor	603.00	na
2/23	Tustumena	296	1900/2030	St of AK	788.00	52.00
2/24	DBL 106	383	1630/	Kirby Offshor	1,206.00	52.00
2/24	Bismarck Sea INSIDE	125	1730/	Kirby Offshor	253.00	na
2/25	DBL 106	383		Kirby Offshor	1,206.00	
2/25	Bismarck Sea INSIDE	125		Kirby Offshor	506.00	
2/26	DBL 106	383	/2120	Kirby Offshor	1,206.00	
2/26	Bismarck Sea INSIDE	125	/2100	Kirby Offshor	506.00	
3/2	Anna T INSIDE	105	1215/	Amak Towing	253.00	na
3/3	Anna T	105		Amak Towing	506.00	
3/3	Millennium Star INSIDE	105	0030/	Olympic	506.00	na
3/4	Anna T	105		Amak Towing	506.00	
3/4	Millennium Star INSIDE	105	/1830	Olympic	506.00	
3/5	Anna T	105		Amak Towing	506.00	
3/6	Anna T	105		Amak Towing	506.00	
3/6	Millennium Star INSIDE	105	1600/	Olympic	253.00	na
3/7	Millennium Star INSIDE	105	/1130	Olympic	506.00	
3/7	Anna T	105		Amak Towing	506.00	
3/8	Millennium Star	105	/1315	Olympic	506.00	
3/8	Anna T	105	/1300	Amak Towing	506.00	
3/9	Anna T	105		Amak Towing	506.00	
3/9	Millennium Star INSIDE	105		Olympic	506.00	
3/10	Anna T	105		Amak Towing	506.00	
3/10	Millennium Star INSIDE	105		Olympic	506.00	
3/11	Anna T	105		Amak Towing	506.00	
3/11	Millennium Star INSIDE	105		Olympic	506.00	
3/12	Randolf Yost RIG	350	1930/	Furie	1,005.00	52.00
3/12	Anna T	105	/1530	Amak Towing	506.00	
3/12	Millennium Star INSIDE	105	/1500	Olympic	506.00	
3/13	Randolf Yost RIG	350		Furie	1,005.00	
3/13	Anna T	105	/1115	Amak Towing	506.00	
3/13	Millennium Star INSIDE	105	/1130	Olympic	253.00	
3/14	Randolf Yost RIG	350		Furie	1,005.00	

Deep Water Dock 2015

3/15	Randolf Yost RIG	350		Furie	1,005.00	
3/16	Randolf Yost RIG	350		Furie	1,005.00	
3/17	Randolf Yost RIG	350		Furie	1,005.00	
3/18	Randolf Yost RIG	350		Furie	1,005.00	
3/19	Randolf Yost RIG	350		Furie	1,005.00	
3/20	Randolf Yost RIG	350		Furie	1,005.00	
3/21	Randolf Yost RIG	350		Furie	1,005.00	
3/22	Randolf Yost RIG	350		Furie	1,005.00	
3/23	Randolf Yost RIG	350		Furie	1,005.00	
3/23	Perseverance Cispri INSIDE	207	0030/	Cispri	788.00	na
3/24	Randolf Yost RIG	350		Furie	1,005.00	
3/24	Perseverance Cispri INSIDE	207	/1745	Cispri	788.00	
3/25	Randolf Yost RIG	350		Furie	1,005.00	
3/26	Randolf Yost RIG	350		Furie	1,005.00	
3/27	Randolf Yost RIG	350		Furie	1,005.00	
3/28	Randolf Yost RIG	350		Furie	1,005.00	
3/29	Randolf Yost RIG	350		Furie	1,005.00	
3/30	Randolf Yost RIG	350		Furie	1,005.00	
3/31	Randolf Yost RIG	350		Furie	1,005.00	
3/31	Silver Arrow	242	0930/1145	AK Maritime	131.28	na
4/1	Randolf Yost RIG	350		Furie	1,005.00	
4/2	Randolf Yost RIG	350		Furie	1,005.00	
4/2	Bismarck Sea	125	1300/	Kirby Offshore	506.00	52.00
4/3	Bismarck Sea	125	/2130	Kirby Offshore	506.00	
4/3	Randolf Yost RIG	350		Furie	1,005.00	
4/3	Endurance INSIDE	207	0600/2030	Alyeska Pipe	788.00	na
4/4	Randolf Yost RIG	350		Furie	1,005.00	
4/5	Randolf Yost RIG	350		Furie	1,005.00	
4/6	Randolf Yost RIG	350		Furie	1,005.00	
4/6	Endurance INSIDE	207	1600/	Alyeska Pipe	394.00	na
4/7	Randolf Yost RIG	350		Furie	1,005.00	
4/7	Endurance INSIDE	207	/0800	Alyeska Pipe	394.00	
4/8	Randolf Yost RIG	350		Furie	1,005.00	
4/8	Endurance INSIDE	207	1600/2110	Alyeska Pipe	394.00	na
4/9	Randolf Yost RIG	350		Furie	1,005.00	
4/10	Randolf Yost RIG	350		Furie	1,005.00	
4/11	Randolf Yost RIG	350		Furie	1,005.00	
4/12	Randolf Yost RIG	350		Furie	1,005.00	
4/13	Randolf Yost RIG	350		Furie	1,005.00	
4/14	Randolf Yost RIG	350		Furie	1,005.00	
4/15	Randolf Yost RIG	350		Furie	1,005.00	
4/15	Ramblin Rose	96	1300/1400	Diamond Back	338.00	52.00
4/15	Sam M Taalak	150	1030/1200	Naknek Barg	84.30	na
4/16	Randolf Yost RIG	350		Furie	1,005.00	
4/17	Randolf Yost RIG	350		Furie	1,005.00	
4/18	Randolf Yost RIG	350		Furie	1,005.00	
4/19	Randolf Yost RIG	350		Furie	1,005.00	
4/20	Randolf Yost RIG	350		Furie	1,005.00	
4/21	Randolf Yost RIG	350		Furie	1,005.00	
4/22	Randolf Yost RIG	350		Furie	1,005.00	
4/23	Randolf Yost RIG	350		Furie	1,005.00	
4/24	Randolf Yost RIG	350		Furie	1,005.00	
4/25	Randolf Yost RIG	350		Furie	1,005.00	
4/26	Randolf Yost RIG	350	80	Furie	1,005.00	

Deep Water Dock 2015

4/27	Randolf Yost RIG	350		Furie	1,005.00	
4/28	Randolf Yost RIG	350		Furie	1,005.00	
05/19/16				Year to Date Totals:	\$83,670.86	\$624.00

Pioneer Dock 2015

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/8	Pacific Wolf & DBL54	395	0030/1315	Kirby Offshore	1,206.00	52.00
1/13	Perseverance	207	0600/1400	Cispri	788.00	52.00
1/22	Pacific Wolf & DBL55	395	0730/1400	Kirby Offshore	1,206.00	52.00
1/23	Bob Franco	120	0030/	Olympic	506.00	52.00
1/24	Bob Franco	120	/1200	Olympic	506.00	
2/5	Pacific Wolf & DBL54	395	0800/1220	Kirby Offshore	1,206.00	52.00
2/12	Perseverance	207	1015/1600	Cispri	788.00	52.00
3/9	Pacific Wolf & DBL 55	395	1200/1700	Kirby Offshor	1,206.00	52.00
3/10	Java Sea & DBL 78 noPO	395	?	Kirby Offshor	1,206.00	52.00
3/11	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/12	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/13	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/14	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/15	Java Sea & DBL 78 noPO	395	/0730	Kirby Offshor	1,206.00	
3/16	Pacific Wolf & DBL 54	395	0800/2045	Kirby Offshor	1,206.00	52.00
4/1	Silver Arrow	242	1000/	AK Maritime	\$788.00	\$52.00
4/2	Silver Arrow	242	/1115	AK Maritime	788.00	
4/2	DBL 106	383	1200/	Kirby Offshor	1,206.00	52.00
4/3	DBL 106	383	/2200	Kirby Offshor	1,206.00	
4/6	Bob Franco	120	1100/1545	Olympic	506.00	52.00
4/13	Pacific Wolf & DBL54	395	0730/1830	Kirby Offshor	1,206.00	52.00
4/19	Sam M Taalak	150	1400/1630	Naknek Barg	506.00	52.00
4/21	Perseverance	207	0900/1400	Cispri	788.00	52.00
4/21	Capt. Frank Moody	73	1415/1700	Cook Inlet Tug	338.00	52.00
05/19/16				Year to Date Totals:	\$23,186.00	\$832.00

Ferry Landings 2016

	Pioneer Dock	Deep Water Dock
January	14	2
February	21	1
March	12	
April	8	
May		
June		
July		
August		
September		
October		
November		
December		

Water Usage 2015

Pioneer Dock							Deep Water Dock						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
1/15	Tustumena	2,924,600	2,933,100	8,500	\$ 329.88	\$ 102.00	1/31	Java Sea	8,060,000	8,062,000	2,000	\$ 194.05	\$ 102.00
1/16	Tustumena	2,933,100	2,938,190	5,090	\$ 197.54	\$ 102.00	2/1	Millennium Star	8,062,000	8,064,000	2,000	\$ 194.05	\$ 102.00
1/22	Tustumena	2,938,190	2,948,895	10,705	\$ 415.46	\$ 102.00	2/4	Perseverance	8,064,000	8,105,000	41,000	\$ 1,591.21	\$ 102.00
1/23	Bob Franco	2,948,895	2,953,055	4,160	\$ 194.05	\$ 102.00	2/4	Bob Franco	8,105,000	8,108,700	3,700	\$ 194.05	\$ 102.00
1/28	Tustumena	2,953,055	2,957,900	4,845	\$ 194.05	\$ 102.00	2/10	Millennium Star	8,108,000	8,111,000	3,000	\$ 194.05	\$ 102.00
2/5	Pacific Wolf	412,700	414,500	1,800	\$ 194.05	\$ 102.00	3/7	Anna T	8,111,850	8,115,000	3,150	\$ 194.05	\$ 102.00
2/28	Tustumena	2,957,900	2,967,910	10,010	\$ 388.49	\$ 102.00	3/10	Millennium Star	8,115,000	8,143,000	28,000	\$ 1,086.68	\$ 102.00
3/3	Tustumena	2,967,910	2,973,800	5,890	\$ 228.59	\$ 102.00	3/14	Randolf Yost	8,143,000	8,209,000	66,000	\$ 2,561.46	\$ 102.00
3/10	Tustumena	2,973,800	2,983,650	9,850	\$ 382.28	\$ 102.00	3/31	Bob Franco	8,209,000	8,213,000	4,000	\$ 194.05	\$ 102.00
4/1	Silver Arrow	414,500	439,400	24,900	\$ 966.37	\$ 102.00	4/1	Randolf Yost	8,213,000	8,283,000	70,000	\$ 2,716.70	\$ 102.00
							4/22	Bob Franco	8,283,000	8,287,700	4,700	\$ 194.05	\$ 102.00
				-							-		
Year to Date Totals:				85,750	\$ 3,490.76	\$ 1,020.00	Year to Date Totals:				227,550	\$ 9,314.40	\$ 1,122.00
Notes:							Notes:						
Washing down dock results in missing begin/end reads							Washing down dock results in missing begin/end reads						
\$194.05 Min Charge							\$194.05 Min Charge						
\$102.00 CONX							\$102.00 CONX						

2016 HOMER CITY COUNCIL MEETINGS
PORT & HARBOR ADVISORY COMMISSION ATTENDANCE

It is the goals 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 Council approves the consent agenda and any scheduled visitors it is then time for staff reports, commission reports and borough reports. That is when you would stand and be recognized by the Mayor to approach and give a brief report on what the Commission is currently addressing, projects, events, etc. **A commissioner is scheduled to speak and has a choice at which council meeting they will attend. It is only required to attend one meeting during the month that you are assigned.** However, if your schedule permits please feel free to attend both meetings. Remember you cannot be heard if you do not speak.

The following Meeting Dates for City Council for 2016 is as follows:

January 11, 25	<u>Ulmer</u>
February 8, 22	<u>Stockburger</u>
March 14, 28	<u>Hartley</u>
April 11, 25	<u>Carroll</u>
May 9, 23	<u>Zimmerman</u>
June 13, 27	<u></u>
July 25	<u>Zeiset</u>
August 8, 22	<u>Ulmer</u>
September 12, 26	<u>Zimmerman</u>
October 10, 24	<u>Donich</u>
November 28	<u>Donich</u>
December 12	<u>Stockburger</u>