



Agenda

Planning Commission Regular Meeting

Wednesday, July 17, 2024 at 6:30 PM

City Hall Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall

491 E. Pioneer Avenue
Homer, Alaska 99603
www.cityofhomer-ak.gov

Zoom Webinar ID: 979 8816 0903 Password: 976062

<https://cityofhomer.zoom.us>
Dial: 346-248-7799 or 669-900-6833;
(Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER, 6:30 P.M.

AGENDA APPROVAL

PUBLIC COMMENTS The public may speak to the Commission regarding matters on the agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).

RECONSIDERATION

- [A.](#) CUP 24-09, 955 Sterling Highway

CONSENT AGENDA All items on the consent agenda are considered routine and non-controversial by the Planning Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a Planning Commissioner or someone from the public, in which case the item will be moved to the regular agenda.

- [A.](#) Unapproved Regular Meeting Minutes of June 19, 2024
- [B.](#) Decisions and Findings CUP 24-10, 2065 East End Road

PRESENTATIONS / VISITORS

REPORTS

- [A.](#) City Planner's Report, Staff Report 24-032

PUBLIC HEARINGS

PLAT CONSIDERATION

PENDING BUSINESS

- [A.](#) Decisions and Findings CUP 24-09, 955 Sterling Highway

NEW BUSINESS

- [A.](#) Review of Capital Improvement Plan with Jenny Carroll, Special Projects Coordinator

INFORMATIONAL MATERIALS

- [A.](#) PC Annual Calendar 2024
- [B.](#) 2024 Meeting Dates & Submittal Deadlines
- [C.](#) Decision and Order of Remand of CUP 23-08
- [D.](#) Public Comment from Mary Griswold
- [E.](#) Public Comments Received Regarding Reconsideration of CUP 24-09

COMMENTS OF THE AUDIENCE Members of the audience may address the Commission on any subject. (3 min limit)

COMMENTS OF THE STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **Wednesday, August 7, 2024 at 6:30 p.m.** All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission



City of Homer

www.cityofhomer-ak.gov

Planning

491 East Pioneer Avenue
Homer, Alaska 99603

Planning@ci.homer.ak.us

(p) 907-235-3106

(f) 907-235-3118

Staff Report PL 24-033

TO: Homer Planning Commission
FROM: Ryan Foster, AICP, City Planner
DATE: July 9, 2024
SUBJECT: CUP 24-09 Reconsideration

Synopsis:

At the June 19, 2024 Regular Planning Commission Meeting a public hearing was held for CUP 24-09 per HCC 21.22.030 (a), More than one building containing a permitted principal use on a lot at 955 Sterling Highway. On June 21, 2024, Chair Smith issued a timely notice for reconsideration on the approval of CUP 24-09 at 955 Sterling Highway.

Chair Smith noted the following reasoning for the notice of reconsideration:

A member of the public, Devony Lehner, has contacted me about CUP 24-09 to consider issuing a Reconsideration. Her concern is over two items:

1) Finding #7 - "The proposal will not be unduly detrimental ... of the surrounding area."

Is it possible to know if this project will be detrimental without proper, professional analysis? There are concerns about run-off and erosion.

2) Public Works Comments: None.

Was the Public Works Director, who is a consulting member of the Planning Commission, actually given an opportunity to review this project? The concern is that having "no comment" is not the same as actually reviewing the CUP (and Ms Lehner proposes Recommending a Review of the Lay-down from Jan Keiser to be added to the Conditions) and not having any concerns.

Action:

The Planning Commission will vote on whether to reconsider CUP 24-09. All Planning Commissioners need to disclose any ex parte communications they have had regarding CUP 24-09.

CALL TO ORDER

Session 24-11, a Regular Meeting of the Planning Commission was called to order by Chair Scott Smith at 6:30 p.m. on June 19th, 2024 at the Cowles Council Chambers in City Hall, located at 491 E. Pioneer Avenue, Homer, Alaska, and via Zoom Webinar.

PRESENT: COMMISSIONER BARNWELL, VENUTI, SMITH, CONLEY, SCHNEIDER, STARK & HIGHLAND

STAFF: DEPUTY CITY CLERK PETTIT, CITY PLANNER FOSTER

AGENDA APPROVAL

Chair Smith read the supplemental items into the record and requested a motion and a second to approve the agenda as amended.

SCHNEIDER/BARNWELL MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE: NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERAS AREADY ON THE AGENDA

RECONSIDERATION

- A. Conditional Use Permit (CUP) 24-08, Commissioner Highland

HIGHLAND/VENUTI MOVED TO RECONSIDER CUP 24-08, PER HCC 21.18.030(M) MORE THAN ONE BUILDING CONTAINING A PERMITTED PRINCIPAL USE ON A LOT AT 3684 MAIN STREET.

Chair Smith provided that the reason for the reconsideration was due to the possibility that some undisclosed ex-parte communication had occurred prior to the Commission’s decision on CUP 24-08 at the last meeting. He emphasized that Commissioners were only to debate the merits of the reconsideration at this time, not the merits of CUP 24-08 itself.

Commissioner Highland informed the Commission that one of the emails regarding the conditions of CUP 24-08 provided by Commissioner Stark at the June 5th meeting was dated June 4th, 2024 from Jan Keiser, which suggests there was an ex-parte communication. She stated that voting yes for reconsideration would give the Commission a chance to remedy this matter by providing Commissioner Stark the opportunity to disclose the ex-parte communication.

Commissioner Stark stated that the perception of the ex-parte communication came as a result of an email that he forwarded to himself. He shared that he works with Ms. Keiser on various projects for the City, and that she frequently sends him emails with tasks that need to be done on a certain day. He continued that he had added to one of the emails he received from Ms. Keiser with notes he had taken regarding conditions for CUP 24-08. He claimed that when forwarding the email containing the conditions to City Clerk Jacobsen, he

forgot to delete all of the extra material included in the email, creating a perception of ex-parte communication.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

CONSENT AGENDA

- A. Unapproved Regular Meeting Minutes of June 5, 2024
- B. Decisions and Findings CUP 24-06, 1323 & 1335 Lakeshore Drive
- C. Decisions and Findings CUP 24-07, 1224 East End Road

Chair Smith noted for the record that all items on the consent agenda are considered routine and non-controversial by the Planning Commission and are approved in one motion. If a separate discussion is desired on an item, a Commissioner may request that item be removed from the Consent Agenda and placed on the Regular Agenda under New Business. He then requested a motion and second to adopt the consent agenda.

SCHNEIDER/BARNWELL MOVED TO ADOPT THE CONSENT AGENDA AS PRESENTED.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

PRESENTATIONS / VISITORS

REPORTS

- A. City Planner’s Report, Staff Report 24-027

City Planner Foster reviewed his report that was included in the packet. He provided updates on the Comprehensive Plan, noted the fall training that will be hosted by the Alaska Chapter of the American Planning Association, spoke to Resolution 24-065, and confirmed the Planning Commission’s next work session and regular meeting for Wednesday, July 17, 2024.

- B. Comprehensive Plan Steering Committee Report

Commissioner Barnwell reported regarding online opportunities for the online survey and map.

PUBLIC HEARINGS

- A. Staff Report 24-024, a request for CUP 24-08 per HCC 21.18.030 (m), More than one building containing a permitted principal use on a lot at 3684 Main Street.

Chair Smith introduced the item by reading of the title and asked any Commissioners who needed to disclose ex-parte communication to do so.

Commissioner Schneider stated that on June 5th – the date of the Planning Commission meeting where CUP 24-08 was first heard/seen by the Commission – he had lunch at the business establishment of Councilmember Davis. Mr. Schneider added that Mr. Davis recognized him as a Planning Commissioner, and informed Mr. Schneider that he was hoping to attend the meeting to provide testimony regarding CUP 24-08. Mr. Schneider stated that he told Mr. Davis “thanks, good to know the system works,” before extricating himself from the situation.

HIGHLAND/BARNWELL MOVED THAT COMMISSIONER SCHNEIDER HAD EX-PARTE COMMUNICATIONS REGARDING CUP 24-08.

Commissioner Conley asked Mr. Schneider if he felt that the communication swayed his judgement or partiality to the CUP, to which Mr. Schneider replied that he did not.

Chair Smith requested the Clerk to perform a roll-call vote.

VOTE: NO: VENUTI, SMITH, HIGHLAND, CONLEY, STARK,

Motion failed.

Commissioner Stark stated that he created a perception of an ex-parte communication in his email exchange with Jan Keiser.

HIGHLAND/VENUTI MOVED THAT COMMISSIONER STARK HAD EX-PARTE COMMUNICATIONS REGARDING CUP 24-08.

Commissioner Highland asked some clarifying questions about whether Mr. Stark had spoken to Ms. Keiser about CUP 24-08 prior to the meeting. Mr. Stark replied that he and Ms. Keiser work together on various projects, and further that she mentioned something about CUP 24-08 while the two were working on an unrelated project. He stated that he drafted the conditions on his own and didn't take into consideration anything that Ms. Keiser had mentioned previously about the CUP.

Chair Smith requested the Clerk to perform a roll-call vote.

VOTE: YES: SMITH, HIGHLAND, CONLEY, BARNWELL, VENUTI

VOTE: NO: SCHNEIDER

Motion carried.

Chair Smith noted that Commissioner Stark was welcome to stay at the table, but that he wouldn't be permitted to participate in the discussion for CUP 24-08.

City Planner Foster reviewed the Staff Report included in the packet that was also part of the June 5th meeting packet, noting that the only addition to the staff report was the draft decisions and findings for CUP 24-08. He added that the decisions and findings would typically go on the consent agenda, but given that this item was up for reconsideration that wouldn't have been appropriate to have them there.

Chair Smith opened the floor to the applicant, Robert Bornt. Mr. Bornt stated that he feels unfairly pressured to alter his property and business operations, particularly regarding the height of his structures and the cleanup of his lot. He shared that a fairer approach would be to create a condition for the CUP that requires his buildings to resemble a residential structure while pointing out that his vehicles and materials are actively used and maintained.

Chair Smith opened the public hearing.

Scott Adams, city resident, stated that it seemed that the Commission was going after some items that weren't actually germane to the CUP itself. He added that he was the one that suggested possibly lowering the building because he wasn't sure if the City was interested in seeing structures of that height. He said that he was hopeful that the Commission would look at the application itself and not worry about the junk cars or garbage.

Chair Smith closed the public hearing.

Mr. Bornt rebutted that he understands where Mr. Adams is coming from, but that he didn't see it as consistent with the community that has two-story garage under residents on the same street.

Chair Smith opened the floor to comments and questions from the Commissioners.

Commissioner Venuti inquired if there had ever been an environmental assessment conducted on the property. Mr. Bornt answered that when he purchased the property in 2014 there was a phase one that exposed everything, and there were no signs of anything to be concerned about at that time. Subsequently, about two years ago OSHA came and took samples throughout the whole property. They came up with the finding that there were some issues with the "brown mud that has asbestos in it." Mr. Bornt continued, sharing that he did a complete remodel to the building, and OSHA signed off on it saying that as long as it was covered up and he wasn't causing the asbestos to return, there wouldn't be a problem with environmental toxic residue.

Chair Smith re-read the motion that was back on the floor as a result of the reconsideration:

STARK/HIGHLAND MOVED TO ADOPT STAFF REPORT PC-24-024 AND RECOMMEND APPROVAL WITH FINDINGS 1-10 AND THE FOLLOWING CONDITIONS:

1. THE PROPERTY OWNER NEEDS TO CONTACT AND WORK WITH ADEC FOR AN ENGINEERED COMMUNITY SEWER DESIGN.
2. THE APPLICANT MUST DEMONSTRATE COMPLIANCE WITH CHAPTERS 1-3 OF THE COMMUNITY DESIGN MANUAL WITH THE SUBMISSION OF A ZONING PERMIT.
3. A MORE DETAILED SITE PLAN BE PROVIDED.
4. ALL GARBAGE CONTAINERS, CONNEXES, ABANDONED VEHICLES, AND EQUIPMENT SHALL MEET HOMER CITY CODE IN ACCORDANCE WITH THE ZONING PERMIT.
5. STORAGE OF RVS AND BOATS SHALL COMPLY WITH HOMER CITY CODE AND COMMUNITY DESIGN MANUAL.
6. APPLICANT EVALUATE PARKING POSSIBILITIES BETWEEN CABINS PER HOMER CITY CODE.

Chair Smith requested the Clerk to perform a roll-call vote.

VOTE: YES: SCHNEIDER, HIGHLAND, CONLEY, BARNWELL, VENUTI, SMITH.

Motion carried.

- B. Staff Report 24-028, a request for Conditional Use Permit (CUP) CUP 24-09 per HCC 21.22.030 (a), More than on building containing a permitted principal use on a lot. The applicant proposed twenty-five single-family dwellings at 955 Sterling Highway. T 6S R 13W SEC 19 SEWARD MERIDIAN HM GOVT LOT 3 EXCLUDING YUKON VIEW SUB

Chair Smith introduced the item by reading of the title. Commissioner Highland noted at that time that she might have a potential conflict of interest, citing her service on the South Kenai Peninsula Hospital Service Area Board.

VENUTI/CONLEY MOVED THAT COMMISSIONER HIGHLAND HAS A CONFLICT OF INTEREST.

Commissioner Venuti asked Commissioner Highland if there was anything that she would gain from this, to which she replied she would not gain anything from this.

Chair Smith requested the Clerk to perform a roll-call vote.

VOTE: NO: CONLEY, STARK, BARNWELL, VENUTI, SMITH, SCHNEIDER.

Motion failed.

A point of order was called by Commissioner Schneider who stated that he needed to disclose a potential conflict of interest as well. Mr. Schneider shared that the applicant and himself had a business relationship for many years. He added that the business relationship ended on good terms several years ago.

HIGHLAND/BARNWELL MOVED THAT COMMISSIONER SCHNEIDER HAS A CONFLICT OF INTEREST.

Commissioner Highland questioned if Commission Schneider had anything financially to gain from this. Mr. Schneider stated that he didn't have anything to gain financially from this project.

Chair Smith requested the Clerk to perform a roll-call vote.

VOTE: NO: CONLEY, STARK, BARNWELL, VENUTI, SMITH, HIGHLAND.

Motion failed.

Commissioner Stark inserted that he needed to disclose two potential ex-parte communications. He shared that there were a few people who started to broach subjects to him, and that when he brought it to their attention it ended right there.

HIGHLAND/CONLEY MOVED THAT COMMISSIONER STARK HAD A POTENTIAL EX-PARTE COMMUNICATION.

Commissioner Conley asked Commissioner Stark if he felt that this would have any impact on the decisions he makes tonight, to which Mr. Stark replied "No."

Chair Smith requested the Clerk to perform a roll-call vote.

VOTE: NO: BARNWELL, VENUTI, SMITH, SCHNEIDER, HIGHLAND, CONLEY.

Motion failed.

City Planner Foster reviewed the staff report in the packet.

Chair Smith opened the floor for the applicant, Bill Hand. Mr. Hand stated that he feels they have a pretty nice plan. He added that Seabright Survey & Design provided a good layout for the project, and that Bishop Engineering is taking care of other things like drainage. He agreed that there was a need for a fence at the back of the property and took the blame upon himself for not including it in the plans. Mr. Hand stated that he felt the fire department requesting two fire hydrants for the project seemed a bit excessive.

Chair Smith opened the public hearing.

Larry Slone, city resident, asked for more clarification on whether the owner has contracts with either the Kenai Peninsula Borough or the South Peninsula Hospital. He also asked what types on individuals would be using these housing units.

Scott Adams, city resident, shared some of his concerns, beginning with the storage buildings and the maintenance building that are both right on the highway. He suggested moving the buildings so that they aren't right up against the road. His second concern was that there needs to be two fire hydrants, especially if that's being requested by the fire department. He raised the question on whether there's been any discussion regarding a crosswalk for children from the proposed housing development to walk safely across the highway to get to school. Last, he questioned if the subdivision would be paved or if it would be a gravel road.

Chair Smith closed the public hearing.

Mr. Hand stated that he does have a signed contract from the Borough and the South Peninsula Hospital for these units. The units are rentals for nurses and doctors that will be working at the hospital, and the lease terms can be anywhere from 2-3 months or 1-2 years. Mr. Hand provided that the hospital currently leases 38 different rentals around the City of Homer, and noted that building this 25-unit complex will free up some of the other rentals for the general public to rent. He said it would be possible to move the storage units if that is a requirement, but stated that the maintenance building is in a good spot given its proximity to the utilities in the area. He stated that they're planning to have a gravel driveway.

City Planner Foster added some clarification that what is being reviewed by the Commission is the land use and the review criteria for the CUP. He noted that the contract isn't relevant criteria for the CUP. Mr. Foster stated that the storage structures will likely need to be adjusted for the final site plan to be in accordance with the Gateway Business District.

Chair Smith opened the floor to comments and questions from the Commissioners.

Commissioner Highland asked Mr. Hand if he had read the public comments received from Jan Keiser and Janie Leask alluding to potential geological issues pertaining to this CUP. Mr. Hand stated that he had not yet had a chance to read what Ms. Keiser wrote, but noted that he had multiple conversations about the property with Ms. Keiser prior to her retirement from her position with the City. Mr. Hand acknowledged the extreme erosion that is caused on his property due to the culverts in the area. He added that EMC Engineering did

some preliminary soil testing and evaluated drainage, and also shared that Bishop Engineering has devised a solid plan for the drainage. He mentioned the possibility of installing a curtain drain across the front of the bluff to minimize the erosion. There was also potential that there may have been some coal mines under the property, but Mr. Hand shared that after having a radiologist investigate it, they discovered that there weren't any coalmines within 1,400-1,600 feet of the property.

Commissioner Barnwell asked City Planner Foster why the geotechnical component isn't included as a part of his analysis. Mr. Foster answered that the CUP is based on the review criteria, and that the zoning permit is when other things such as drainage, storm water and the Army Corps of Engineers determination on the property would be addressed. He added that the Public Works Department, including the City Engineer, has reviewed all of the documents that are a part of this application, and they didn't have any comments or concerns at this point.

Commissioner Venuti raised a concern of public safety to City Planner Foster, noting that this property is located in an area of town where there tends to be excessive speeding due to the sudden change in speed on the Sterling Highway. He added that there will be children living on this property, and stated that he's concerned about the safety of the children when crossing the highway to get to school and the playground. Mr. Foster stated that the Sterling Highway is a state-maintained road, and that the applicant shouldn't be penalized for things that are outside of their control.

Commissioner Highland asked the applicant if there were any sidewalks along the road within the property boundaries. Mr. Hand answered that they do not have any sidewalks in the property, but they do have a 24 foot wide driveway. Ms. Highland then stated that the fence should be moved further back into the property given its proximity to the bluff.

Commissioner Conley agreed with Commissioner Venuti that there is a traffic concern in dealing with this CUP, but also stated that he doesn't expect the applicant to take the full burden of it. He asked City Planner Foster to weigh in on the threshold requirement. Mr. Foster explained that even with the perfect storm of every single person leaving the proposed development simultaneously, the number is still under that threshold. Mr. Foster used the Aspen Suites Hotel as an example, demonstrating that this is a piece of property on one of the busier sections of the Sterling Highway in Homer that's also right across from the grocery store, and seldom are there ever congestion issues in that area.

Commissioner Conley asked the applicant if there was any future development planned for the remaining 9 acres of land. Mr. Hand stated that there is no future development planned as of right now, but that there is a 15 foot-wide drainage that's going to come down from the Sterling Highway all the way down to the beach. He added that there's a 2.75 acre area that could possibly be developed in the future.

Commissioner Venuti inquired with the applicant about what the process will be for snow removal. Mr. Hand inserted that there are 2-3 areas near the dumpsters where the snow can be dumped. He added that he has his own articulating plow trucks along with some pretty good plow guys.

Commissioner Schneider agreed with Commissioner Venuti's concern regarding the safety of the children crossing the road to get to school, noting that wife is a teacher at Homer Middle School and has a hard time crossing the highway when walking to work in the mornings. He asked if the storage sheds on the property were for the use of the tenants, the Borough, or for the applicant himself. Mr. Hand stated that South Peninsula Hospital requested the storage units.

Commissioner Barnwell asked the applicant if he would come back to the table after conducting a geological hazard risk assessment of this particular property. Mr. Hand reinforced that it's really difficult to pour six figures into engineering before even starting the project. He stated that he couldn't think of anything more ideal to put on that property than 25 single-family dwellings, citing the fact that the weight is dispersed over 4.5 acres. City Planner Foster interjected that all of the easy-to-develop properties in Homer have already been developed, so now the City is seeing a lot of development on the more challenging properties.

Commissioner Stark suggested to the applicant to have more than one ingress and egress into the property in the event of an emergency. Chair Smith asked the applicant if he's had the chance to evaluate having two accesses versus just one. Mr. Hand stated that the original plan called for a wrap around, drive-through access, but he recalled that the reason they decided against it was that it would cause more congestion. He added that in design they made sure that there would be plenty of room for firetrucks to turn around. City Planner Foster added that many times on a road such as the Sterling Highway, it can actually be preferred to have fewer curb cuts and access points as these create the potential for more comings and goings, and therefore could lead to potential conflicts.

Commissioner Stark asked the applicant if he would consider installing a dedicated playground on the property given the additional space. Mr. Hand stated that one of the conditions of the hospital was to have a dog park area. He added that the property in that 4.5 acres doesn't lend itself well to extra amenities.

SCHNEIDER/HIGHLAND MOVED TO ADOPT STAFF REPORT 24-028 AND RECOMMEND APPROVAL WITH FINDINGS 1-10 AND THE FOLLOWING CONDITIONS:

- 1: STRONGLY ENCOURAGE THE APPLICANT TO PLACE A SAFETY FENCE ALONG THE CLIFF THAT WILL DISCOURAGE OR PREVENT KIDS FROM GETTING CLOSE TO THE EDGE AND POTENTIALLY FALLING OVER THE EDGE.
- 2: THE APPLICANT MUST DEMONSTRATE COMPLIANCE WITH CHAPTERS 1-3 OF THE COMMUNITY DESIGN MANUAL WITH THE SUBMISSION OF A ZONING PERMIT.

Commissioner Venuti commented that this project could meet all of the City Codes, but if it's an unsafe location and a bad idea, he didn't feel the need to approve the CUP.

Chair Smith requested the Clerk to perform a roll-call vote.

VOTE: NO: BARNWELL, VENUTI, HIGHLAND
VOTE: YES: SMITH, SCHNEIDER, CONLEY, STARK

Motion carried.

Chair Smith recessed the meeting at 8:48 p.m. The meeting was called back to order at 8:58 p.m.

- C. Staff Report 24-029, a request for Conditional Use Permit (CUP) CUP 24-10 per HCC 21.12.030 (m), More than one building containing a permitted principal use on a lot. The applicant proposes three single-family dwellings at 2065 East End Road. T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0820047 SCENIC VIEW SUB NO 6 LOT F7-A EXCLUDING DOT ROW

Chair Smith introduced the item by reading of the title. Commissioner Highland chimed in to disclose a potential conflict of interest. She stated that she is the president of the Kachemak Bay Equestrian Association,

noting that her association owns and runs the Cottonwood Horse Park, which is within 300 feet of the proposed development. She added that she won't gain anything financially from this.

SCHNEIDER/VENUTI MOVED THAT COMMISSIONER HIGHLAND HAS A CONFLICT OF INTEREST.

Commissioner Conley asked Commissioner Highland if the proximity would sway her decision one way or another. She replied that it would not.

Commissioner Venuti asked Commissioner Highland if she had anything to gain from this financially. She stated that there was nothing to gain financially for her.

Chair Smith requested the Clerk to perform a roll-call vote.

VOTE: NO: VENUTI, SMITH, SCHNEIDER, CONLEY, STARK, BARNWELL

Motion failed.

City Planner Foster reviewed the staff report included in the packet.

Chair Smith opened the floor for the applicant, Bill Hand. Mr. Hand stated that this project was for a client who has multiple businesses in town and needs employee housing.

Chair Smith opened the public hearing, but there were no public comments made.

Chair Smith opened the floor for comments and questions from the Commission.

Commissioner Highland questioned Mr. Hand if he was planning on filling in the drainage ditch that runs from north to south on the upper lot. Mr. Hand clarified that the area Ms. Highland was referring to was actually a pre-existing driveway that used to host a mobile home trailer prior to the trailer being torn down. He added that there's also a gravel pad at the bottom of the driveway.

SCHNEIDER/BARNWELL MOVED TO ADOPT STAFF REPORT 24-029 AND RECOMMEND APPROVAL WITH FINDINGS 1-10 AND THE FOLLOWING CONDITIONS:

- 1: THE SCENIC VIEW NO. 6 PIER 59 2024 REPLAT PRELIMINARY PLAT FOR A LOT LINE VACATION TO COMBINE THE TWO PROPERTIES MUST BE APPROVED AND FINALIZED BY THE KENAI PENINSULA BOROUGH.
- 2: OUTDOOR LIGHTING MUST BE DOWN LIT PER HCC 21.59.030 AND THE COMMUNITY DESIGN MANUAL.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PLAT CONSIDERATION

- A. Staff Report 24-030, Scenic View No. 6 Pier 59 2024 Replat Preliminary Plat

Chair Smith introduced the item by reading of the title.

HIGHLAND/SCHNEIDER MOVED TO EXTEND THE MEETING TIME FOR AN HOUR UNTIL 10:30 P.M.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Commissioner Highland stated that she had a potential conflict of interest due to the plat being located right next to the Kachemak Equestrian Association property.

VENUTI/SCHNEIDER MOVED THAT COMMISSIONER HIGHLAND HAS A CONFLICT OF INTEREST.

With no further discussion, Chair Smith requested the Clerk to perform a roll-call vote.

VOTE: NO: VENUTI, SMITH, SCHNEIDER, CONLEY, STARK, BARNWELL.

Motion failed.

City Planner Foster reviewed the staff report included in the packet.

Chair Smith opened the floor for the applicant. Katie Kirsis, who stated that she was the surveyor, noted that she prepared the lot line vacation plat. She added that the utilities are coming up from Shannon Lane, and that the main purpose of the lot line vacation is to get new improvements on the same services as discussed with Public Works and John Bishop.

Chair Smith opened the floor for public comments.

Scott Adams, city resident, questioned if this was being discussed as a subdivision. Chair Smith informed him that this was a plat consideration.

Chair Smith closed the public comment period and opened the floor to comments or questions from the Commission.

HIGHLAND/BARNWELL MOVED TO ADOPT STAFF REPORT 24-030 AND RECOMMEND APPROVAL OF THE SCENIC VIEW NO. 6 PIER 59 2024 REPLAT PRELIMINARY PLAT WITH THE FOLLOWING COMMENT:

1: RECOMMEND THE SURVEYOR PROVIDE THE APPROXIMATE LOCATION OF KNOWN EXISTING MUNICIPAL WASTEWATER AND WATER MAINS AND OTHER UTILITIES WITHIN THE SUBDIVISION AND IMMEDIATELY ABUTTING THERETO, OR A STATEMENT FROM THE CITY INDICATING WHICH SERVICES ARE CURRENTLY IN PLACE AND AVAILABLE TO EACH LOT IN THE SUBDIVISION TO THE PRELIMINARY PLAT.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PENDING BUSINESS

NEW BUSINESS

INFORMATIONAL MATERIALS

- A. PC Annual Calendar
- B. 2024 Meeting Dates & Submittal Deadlines

Chair Smith noted the informational materials included in the packet.

COMMENTS OF THE AUDIENCE

Larry Slone, city resident, stated that he foresees some serious geological and traffic-related issues with CUP 24-09. He briefly spoke about ex-parte communication. Lastly, he commended Commissioner Highland for her time spent serving on the Planning Commission.

Scott Adams, city resident, thanked Commissioner Highland for her service to the City of Homer. Speaking to CUP 24-10, he noted that it was classified as a subdivision, yet it has a driveway going in and servicing three structures. He compared that to CUP 24-09 where a driveway is going in and servicing residential. He claimed that CUP 24-09 should've been classified as a subdivision as well. He also touched on the possibility of a crosswalk and a playground for CUP 24-09.

Heath Smith, city resident, extended his gratitude to Commissioner Highland for all of her years of service. He stated that he will aspire to be as thorough and considerate as she has been.

COMMENTS OF THE STAFF

City Planner Foster thanked Commissioner Highland for her service.

Deputy City Clerk Pettit thanked Commissioner Highland for her service.

COMMENTS OF THE MAYOR/COUNCILMEMBER (If Present)

COMMENTS OF THE COMMISSION

Commissioner Venuti thanked Commissioner Highland for her service and congratulated Chair Smith on his reappointment.

Commissioner Barnwell thanked Commissioner Highland for her service.

Commissioner Schneider thanked Commissioner Highland for her service.

Commissioner Conley thanked Commissioner Highland for her service.

Commissioner Stark thanked Commissioner Highland for her service, and thanked City staff and the public.

Chair Smith thanked the public and City staff. He thanked Commissioner Highland for her service.

Commissioner Highland thanked everyone for the meaningful comments. She noted that it will be the first time in many years that there won't be a woman on the Planning Commission.

ADJOURN

There being no further business to come before the Commission Chair Smith adjourned the meeting at 9:48 p.m. The next Regular Meeting is **Wednesday**, July 17, 2024 at 6:30 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.

Zach Pettit, Deputy City Clerk I

Approved: _____



City of Homer

www.cityofhomer-ak.gov

Planning

491 East Pioneer Avenue
Homer, Alaska 99603

Planning@ci.homer.ak.us
(p) 907-235-3106
(f) 907-235-3118

HOMER PLANNING COMMISSION

Approved CUP 2024-10 at the Meeting of June 19, 2024

RE: Conditional Use Permit (CUP) 2024-10
Address: 2065 East End Road and 2080 Shannon Lane

Legal Description: T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0820047 SCENIC VIEW SUB NO 6 LOT F7-A EXCLUDING DOT ROW
T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0820047 SCENIC VIEW SUB NO 6 LOT F10-A ROW

DECISION

Introduction

Bill Hand (the “Applicant”) applied to the Homer Planning Commission (the “Commission”) for a Conditional Use Permit (CUP) under Homer City Code per HCC 21.12.030 (m), More than one building containing a permitted principal use on a lot at 2065 East End Road.

A public hearing was held for the application before the Commission on June 19, 2024, as required by Homer City Code 21.94. Notice of the public hearing was published in the local newspaper and sent to 23 property owners of 23 parcels as shown on the Kenai Peninsula Borough tax assessor rolls. Public notices contained information on how to submit written testimony, participate telephonically, or participate on the Zoom meeting platform.

At the June 19, 2024 meeting of the Commission, seven Commissioners were present, and the Commission unanimously approved CUP 2024-10 with two conditions.

Evidence Presented

City Planner, Ryan Foster, provided a detailed review of Staff Report PC 24-029 for the Commission. The Applicant presented on their application and answered questions of the Commission. There were no public testimony comments provided during the public hearing portion of the meeting.

36 **Findings of Fact**

37 After careful review of the record and consideration of testimony presented at the hearing, the
38 Commission determines CUP 2024-10, to allow three single family dwellings at 2065 East End
39 Road satisfies the review criteria set out in HCC 21.71.030 and is hereby approved.

40
41 **The criteria for granting a Conditional Use Permit is set forth in HCC 21.71.030, Review**
42 **criteria, and establishes the following conditions:**

43
44 **a. The applicable code authorizes each proposed use and structure by conditional use**
45 **permit in that zoning district;**

46
47 **Finding 1:** The structures and uses are authorized by the applicable code.

48
49 **b. The proposed use(s) and structure(s) are compatible with the purpose of the zoning**
50 **district in which the lot is located.**

51 **Finding 2:** The proposed structures and uses are compatible with the purpose of the
52 district.

53 **c. The value of the adjoining property will not be negatively affected greater than that**
54 **anticipated from other permitted or conditionally permitted uses in this district.**

55 **Finding 3:** Residential development is not expected to negatively impact the adjoining
56 properties greater than other permitted or conditional uses.

57
58 **d. The proposal is compatible with existing uses of surrounding land.**

59
60 **Finding 4:** The proposal is compatible with existing uses of surrounding land.

61
62 **e. Public services and facilities are or will be, prior to occupancy, adequate to serve the**
63 **proposed use and structure.**

64
65 **Finding 5:** Water, sewer, and fire services will be, prior to occupancy, adequate to serve
66 the proposed dwelling units.

67
68 **f. Considering harmony in scale, bulk, coverage and density, generation of traffic, the**
69 **nature and intensity of the proposed use, and other relevant effects, the proposal will not**
70 **cause undue harmful effect upon desirable neighborhood character.**

71 **Finding 6:** The proposal will not cause undue harmful effect upon desirable
72 neighborhood character.

73 **g. The proposal will not be unduly detrimental to the health, safety or welfare of the**
74 **surrounding area or the city as a whole.**

75
76 **Finding 7:** The proposal will not be unduly detrimental to the health, safety or welfare
77 of the surrounding area and the city as a whole when all applicable standards are met
78 as required by city code.

79
80 **h. The proposal does or will comply with the applicable regulations and conditions**
81 **specified in this title for such use.**

82
83 **Finding 8:** The proposal will comply with applicable regulations and conditions
84 specified in Title 21 when gaining the required permits.

85
86 **i. The proposal is not contrary to the applicable land use goals and objectives of the**
87 **Comprehensive Plan.**

88 **Finding 9:** The proposal is not contrary to the applicable land use goals and objectives
89 of the Comprehensive Plan. The proposal aligns with Chapter 4, Goal 1, Objectives A, C,
90 and D and no evidence has been found that it is contrary to the applicable land use
91 goals and objectives of the Comprehensive Plan.

92 **j. The proposal will comply with the applicable provisions of the Community Design**
93 **Manual (CDM).**

94
95 **Condition 2:** Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

96
97 **Finding 10:** Project will comply with the applicable provisions of the CDM.

98
99 **HCC 21.71.040(b).** b. In approving a conditional use, the Commission may impose such
100 conditions on the use as may be deemed necessary to ensure the proposal does and will
101 continue to satisfy the applicable review criteria. Such conditions may include, but are not
102 limited to, one or more of the following:

103
104 **1. Special yards and spaces:** No specific conditions deemed necessary.

105 **2. Fences and walls:** No specific conditions deemed necessary.

106 **3. Surfacing of parking areas:** No specific conditions deemed necessary.

107 **4. Street and road dedications and improvements:** No specific conditions deemed
108 necessary.

109 **5. Control of points of vehicular ingress and egress:** No specific conditions deemed
110 necessary.

111 **6. Special provisions on signs:** No specific conditions deemed necessary.

112 **7. Landscaping:** No specific conditions deemed necessary.

- 113 **8. Maintenance of the grounds, building, or structures:** No specific conditions
- 114 deemed necessary.
- 115 **9. Control of noise, vibration, odors or other similar nuisances:** No specific
- 116 conditions deemed necessary.
- 117 **10. Limitation of time for certain activities:** No specific conditions deemed
- 118 necessary.
- 119 **11. A time period within which the proposed use shall be developed:** No specific
- 120 conditions deemed necessary.
- 121 **12. A limit on total duration of use:** No specific conditions deemed necessary.
- 122 **13. More stringent dimensional requirements,** such as lot area or dimensions,
- 123 setbacks, and building height limitations. Dimensional requirements may be made
- 124 more lenient by conditional use permit only when such relaxation is authorized by
- 125 other provisions of the zoning code. Dimensional requirements may not be altered by
- 126 conditional use permit when and to the extent other provisions of the zoning code
- 127 expressly prohibit such alterations by conditional use permit.
- 128 **14. Other conditions necessary** to protect the interests of the community and
- 129 surrounding area, or to protect the health, safety, or welfare of persons residing or
- 130 working in the vicinity of the subject lot.

131

132

133 **Conclusion:** Based on the foregoing findings of fact and law, Conditional Use Permit 2024-10

134 is hereby approved, with Findings 1-10 and the following conditions.

135

136 **Condition 1:** The Scenic View No. 6 Pier 59 2024 Replat preliminary plat for a lot line

137 vacation to combine the two properties must be approved and finalized by the Kenai

138 Peninsula Borough.

139

140 **Condition 2:** Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

141

142

143 _____

144 Date Chair, Scott Smith

145

146

147 _____

148 Date City Planner, Ryan Foster

149

150

151

152
153
154
155
156
157
158
159
160
161

NOTICE OF APPEAL RIGHTS

Pursuant to Homer City Code 21.93.020 any person with standing in this decision may appeal this decision to a hearing officer within fifteen (15) days of the date of distribution indicated below. A hearing officer will be appointed in accordance with Homer City Code 21.91.100. Any decision not appealed within that time shall be final. A notice of appeal shall be in writing and contain all the information required by Homer City Code Section 21.93.080 and shall be filed with the Homer City Clerk, 491 E. Pioneer Avenue, Homer, Alaska 99603.

CERTIFICATION OF DISTRIBUTION

I certify that a copy of this Decision was mailed to the below listed recipients on _____,2024. A copy was also delivered to the City of Homer Planning Department and Homer City Clerk on the same date.

169 Date Ed Gross, Associate Planner

Bill Hand
PO Box 3129
Homer, AK 99603

Michael Gatti
JDO Law
3000 A Street, Suite 300
Anchorage, AK 99503

Melissa Jacobsen, Acting City Manager
City of Homer
491 E Pioneer Avenue
Homer, AK 99603



City of Homer

www.cityofhomer-ak.gov

Planning
491 East Pioneer Avenue
Homer, Alaska 99603

Planning@ci.homer.ak.us
(p) 907-235-3106
(f) 907-235-3118

Staff Report Pl 24-032

TO: Homer Planning Commission
FROM: Ryan Foster, AICP, City Planner
DATE: July 17, 2024
SUBJECT: City Planner's Report

Comprehensive Plan Update

The Homer Comprehensive Plan Community Survey **closed on June 30, 2024 and we received 552 responses!** These responses will help shape future decisions about land use, transportation, utilities, economic development, housing, and related programs in Homer for the next 20 years.

Meeting Schedule

The next regular meeting date is Wednesday, August 7, 2024.

Commissioner Report to Council

7/22/24 _____



City of Homer
www.cityofhomer-ak.gov

Planning
491 East Pioneer Avenue
Homer, Alaska 99603
Planning@ci.homer.ak.us
(p) 907-235-3106
(f) 907-235-3118

HOMER PLANNING COMMISSION

Approved CUP 2024-09 at the Meeting of June 19, 2024

RE: Conditional Use Permit (CUP) 2024-09
Address: 955 Sterling Highway

Legal Description: T 6S R 13W SEC 19 SEWARD MERIDIAN HM GOVT LOT 3 EXCLUDING YUKON VIEW SUB

DECISION

Introduction

Bill Hand (the “Applicant”) applied to the Homer Planning Commission (the “Commission”) for a Conditional Use Permit (CUP) under Homer City Code HCC 21.22.030 (a), More than one building containing a permitted principal use on a lot at 955 Sterling Highway.

A public hearing was held for the application before the Commission on June 19, 2024, as required by Homer City Code 21.94. Notice of the public hearing was published in the local newspaper and sent to 13 property owners of 11 parcels as shown on the Kenai Peninsula Borough tax assessor rolls. Public notices contained information on how to submit written testimony, participate telephonically, or participate on the Zoom meeting platform.

At the June 19, 2024 meeting of the Commission, seven Commissioners were present, and the Commission approved CUP 2024-09 by a vote of 4-3 with two conditions.

Evidence Presented

City Planner, Ryan Foster, provided a detailed review of Staff Report PC 24-028 for the Commission. The Applicant presented on their application and answered questions of the Commission. Two public testimonies were provided during the public hearing portion of the meeting.

36 **Findings of Fact**

37 After careful review of the record and consideration of testimony presented at the hearing, the
38 Commission determines CUP 2024-09, to allow 25 single-family dwellings at 955 Sterling
39 Highway satisfies the review criteria set out in HCC 21.71.030 and is hereby approved.

40
41 **The criteria for granting a Conditional Use Permit is set forth in HCC 21.71.030, Review**
42 **criteria, and establishes the following conditions:**

43
44 **a. The applicable code authorizes each proposed use and structure by conditional use**
45 **permit in that zoning district;**

46
47 **Finding 1:** The structures and uses are authorized by the applicable code.

48
49 **b. The proposed use(s) and structure(s) are compatible with the purpose of the zoning**
50 **district in which the lot is located.**

51 **Finding 2:** The proposed structures and uses are compatible with the purpose of the
52 district.

53 **c. The value of the adjoining property will not be negatively affected greater than that**
54 **anticipated from other permitted or conditionally permitted uses in this district.**

55 **Finding 3:** 25 single-family dwelling units are not expected to negatively impact the adjoining
56 properties greater than other permitted or conditional uses.

57
58 **d. The proposal is compatible with existing uses of surrounding land.**

59 **Finding 4:** The proposal is compatible with existing uses of surrounding land.

60
61
62 **e. Public services and facilities are or will be, prior to occupancy, adequate to serve the**
63 **proposed use and structure.**

64
65 **Finding 5:** Water, sewer, and fire services will be, prior to occupancy, adequate to serve
66 the proposed dwelling units.

67
68 **f. Considering harmony in scale, bulk, coverage and density, generation of traffic, the**
69 **nature and intensity of the proposed use, and other relevant effects, the proposal will not**
70 **cause undue harmful effect upon desirable neighborhood character.**

71 **Finding 6:** The proposal will not cause undue harmful effect upon desirable
72 neighborhood character.

73 **g. The proposal will not be unduly detrimental to the health, safety or welfare of the**
74 **surrounding area or the city as a whole.**

75
76 **Finding 7:** The proposal will not be unduly detrimental to the health, safety or welfare
77 of the surrounding area and the city as a whole when all applicable standards are met
78 as required by city code.

79
80 **h. The proposal does or will comply with the applicable regulations and conditions**
81 **specified in this title for such use.**

82
83 **Finding 8:** The proposal will comply with applicable regulations and conditions
84 specified in Title 21 when gaining the required permits.

85
86 **i. The proposal is not contrary to the applicable land use goals and objectives of the**
87 **Comprehensive Plan.**

88 **Finding 9:** The proposal is not contrary to the applicable land use goals and objectives
89 of the Comprehensive Plan. The proposal aligns with Chapter 4, Goal 1, Objectives A, C,
90 and D, and Chapter 4, Goal 2, Objective C, and Chapter 4, Goal 3, Objective B and
91 Chapter 4, Goal 4, Objective B and no evidence has been found that it is contrary to the
92 applicable land use goals and objectives of the Comprehensive Plan.

93 **j. The proposal will comply with the applicable provisions of the Community Design**
94 **Manual (CDM).**

95
96 **Condition 2:** The applicant must demonstrate compliance with Chapters 1-3 of the
97 CDM with the submission of a zoning permit.

98
99 **Finding 10:** Project will comply with the applicable provisions of the CDM.

100
101 **HCC 21.71.040(b).** b. In approving a conditional use, the Commission may impose such
102 conditions on the use as may be deemed necessary to ensure the proposal does and will
103 continue to satisfy the applicable review criteria. Such conditions may include, but are not
104 limited to, one or more of the following:

- 105
106 **1. Special yards and spaces:** No specific conditions deemed necessary.
107 **2. Fences and walls:** No specific conditions deemed necessary.
108 **3. Surfacing of parking areas:** No specific conditions deemed necessary.
109 **4. Street and road dedications and improvements:** No specific conditions deemed
110 necessary.
111 **5. Control of points of vehicular ingress and egress:** No specific conditions deemed
112 necessary.
113 **6. Special provisions on signs:** No specific conditions deemed necessary.

- 114 **7. Landscaping:** No specific conditions deemed necessary.
- 115 **8. Maintenance of the grounds, building, or structures:** No specific conditions
- 116 deemed necessary.
- 117 **9. Control of noise, vibration, odors or other similar nuisances:** No specific
- 118 conditions deemed necessary.
- 119 **10. Limitation of time for certain activities:** No specific conditions deemed
- 120 necessary.
- 121 **11. A time period within which the proposed use shall be developed:** No specific
- 122 conditions deemed necessary.
- 123 **12. A limit on total duration of use:** No specific conditions deemed necessary.
- 124 **13. More stringent dimensional requirements,** such as lot area or dimensions,
- 125 setbacks, and building height limitations. Dimensional requirements may be made
- 126 more lenient by conditional use permit only when such relaxation is authorized by
- 127 other provisions of the zoning code. Dimensional requirements may not be altered by
- 128 conditional use permit when and to the extent other provisions of the zoning code
- 129 expressly prohibit such alterations by conditional use permit.
- 130 **14. Other conditions necessary** to protect the interests of the community and
- 131 surrounding area, or to protect the health, safety, or welfare of persons residing or
- 132 working in the vicinity of the subject lot.

133

134

135 **Conclusion:** Based on the foregoing findings of fact and law, Conditional Use Permit 2024-09

136 is hereby approved, with Findings 1-10 and the following conditions.

137

138 **Condition 1:** Strongly encourage the applicant to place a safety fence along the cliff

139 that will discourage or prevent kids from getting close to the edge and potentially

140 falling over the edge.

141

142 **Condition 2:** The applicant must demonstrate compliance with Chapters 1-3 of the

143 CDM with the submission of a zoning permit.

144

145

146 _____

147 Date

Chair, Scott Smith

148

149

150 _____

151 Date

City Planner, Ryan Foster

153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172

NOTICE OF APPEAL RIGHTS

Pursuant to Homer City Code 21.93.020 any person with standing in this decision may appeal this decision to a hearing officer within fifteen (15) days of the date of distribution indicated below. A hearing officer will be appointed in accordance with Homer City Code 21.91.100. Any decision not appealed within that time shall be final. A notice of appeal shall be in writing and contain all the information required by Homer City Code Section 21.93.080 and shall be filed with the Homer City Clerk, 491 E. Pioneer Avenue, Homer, Alaska 99603.

CERTIFICATION OF DISTRIBUTION

I certify that a copy of this Decision was mailed to the below listed recipients on _____, 2024. A copy was also delivered to the City of Homer Planning Department and Homer City Clerk on the same date.

Date Ed Gross, Associate Planner

Bill Hand
PO Box 3129
Homer, AK 99603

Michael Gatti
JDO Law
3000 A Street, Suite 300
Anchorage, AK 99503

Melissa Jacobsen, Acting City Manager
City of Homer
491 E Pioneer Avenue
Homer, AK 99603



MEMORANDUM

PC-24-034

Review and Recommendations on the Draft 2025-2030 Capital Improvement Plan (CIP)

Item Type: Informational Memorandum
Prepared For: City of Homer Planning Commission
Date: July 10, 2024
From: Jenny Carroll, Special Projects & Communications Coordinator
Through: Melissa Jacobsen, City Manager

- I. **Issue:** The purpose of this Memorandum is to present the City's draft 2025-2030 CIP for review and recommendations by the Planning Commission at their July 17, 2024 Regular meeting.
- II. **Background:** The CIP is the City's six-year planning document that forecasts and describes community priorities for capital improvements. Capital projects are major, nonrecurring budget items (with a lower cost limit of \$50,000 for City projects) that result in a fixed asset with an anticipated life of at least three years.

The CIP contains written descriptions of City prioritized projects and is submitted to our State Legislators, and as needed our Federal Legislators and appropriate agencies so they have the information necessary to make funding decisions. The CIP also positions capital projects for potential grant funding and for consideration in the City's biennial budget process.

Projects in the CIP are organized in four sections:

- 1) Legislative Priority Projects are a short list of high priority **City of Homer projects** which are selected by City Council for promotion to State representatives for capital funding assistance, as well as the Federal appropriations process, in which projects must meet nuanced eligibility criteria set out by the appropriations committees, and be selected to move forward in the process to possibly be selected for Federal funding.
- 2) Mid-range projects which may be initiated within the next six years;
- 3) Long range projects; and
- 4) A section for State and local non-profit projects that benefit the Homer community.

Projects being proposed for inclusion in the CIP are in a separate section. They require City Council approval to be added to the CIP.

Creation of the draft CIP is an iterative process, incorporating staff, Commission and public input throughout the summer months; you will note that some of the projects are in extremely draft form. I am awaiting input from staff to complete the project descriptions before the CIP goes to the City Council for a worksession August 26, 2024.

III. Requested Actions:

- **Review the draft 2025-2030 CIP in your packet.** The draft CIP is a work in progress. Substantive updates and/or recommended changes from last year's CIP (to date) are indicated in red font.
- **Discuss and provide input on specific changes or updates you would recommend for current or new projects to me and/or Planning Director.**
- **Be prepared to take the following actions at this meeting:**
 - Pass a motion naming **three projects** the Planning Commission recommends to City Council for inclusion in the Legislative Priority section, and of those three indicate the Commission's #1 and #2 Federal Legislative Priority projects.
 - Any **City** project in the CIP is eligible.
 - Reminder, Legislative Priority projects will be submitted to the State and Federal Government for funding.
 - For reference, last year, the Planning Commission selected the following:
 1. New Public Works Facility
 2. Homer Harbor Expansion
 3. A-Frame Water Transmission Line Replacement
- Additionally, the Commission **may** choose to pass motion(s) that
 - Propose a new project be added to the CIP (a project nomination form is provided in your packet should the Commission want to propose a new project.)
 - Supports or opposes projects proposed to be added or removed from the CIP.

Thank you for participating in this planning process. I will incorporate your comments into the draft CIP and share your recommendations with City Council at their CIP worksession on August 26. The CIP will remain a draft document City Council formally adopts the CIP via Resolution in September 2024.



Table of Contents

FY26 Draft CIP INTRODUCTION PAGES

Letter from City Manager. i

Table of Contents. ii

Funded Projects from 2022-2027 Capital Improvement Plan iv

Introduction: The Capital Improvement Program v

Integration of the CIP with Comprehensive Plan Goals..... vi

PART 1 LEGISLATIVE REQUEST FY2024 1

 Port of Homer: New Large Vessel Harbor 2

 Multi-Use Community Center..... 3

 Slope Stability & Erosion Mitigation Program 4

 Homer Harbor Critical Float System Replacements: Systems 1 & 4..... 5

 Karen Hornaday Park Public Restroom Facility..... 6

 A-Frame Water Transmission Line 7

 Homer Spit Coastal Erosion Mitigation 8

 New Public Works Facility 9

PART 2 MID-RANGE PROJECTS..... 10

ADA Transition Projects 11

 City Hall Access Barrier Removal..... 12

 Nick Dudiak Fishing Lagoon Accessible Ramp & Retaining Wall 13

 Removing Parking & Pavement Accessibility Barriers at City Facilities..... 14

Parks, Art, Recreation and Culture Projects..... 15

 Bayview Park Restoration..... 16

 Homer Spit Campground Renovation 17

 Homer Spit Trailhead Restroom 18

 Jack Gist Park Improvements..... 19

Port and Harbor 20

 Barge Mooring & Large Vessel Haul Out Repair Facility 21

 Fish Grinding Building Replacement moved to funded projects list 22

 Harbor Ramp 8 Public Restroom..... 23

 Homer Harbor Dredging 24

 Homer Harbor Security Cameras at Ramp 1-5 Access Points 25

 Ice Plant Upgrade 26



Table of Contents

Large Vessel Sling Lift, Phase 1	27
Steel Grid Repair	28
Wood Grid Replacement	29
Public Safety	30
Fire Hall Expansion, Phase 1	31
Fire Department Fleet Management	32
Public Works	33
Beluga Sewage Lift Station moved to funded projects list	34
Comprehensive Drainage Management Plan	35
Engineering Study for Homer Public Library Remodel	36
Heath Street Rehabilitation	37
HERC Hazardous Material Cleanup and Revitalization Plan	38
Homer Airport Terminal Improvements	39
Homer All Ages & Abilities Pedestrian Pathway moved to funded projects list	40
Homer Public Library Siding Replacement	41
Homer Public Library Sliding Security Gate likely to be moved to funded projects list	42
Homer Waste Water Treatment Plant Improvements	43
Svedlund/Herndon Street Sidewalks moved to funded projects list	44
Water Storage Distribution Improvements, Phase 3	45
Wayfinding & Streetscape Plan Implementation	46
State Projects	47
Baycrest Overlook Gateway Improvements, Phase 3	48
East Hill Bike Lane	49
Kachemak Drive Non-Motorized Pathway	50
Main Street Rehabilitation	51
Main Street Sidewalk Pioneer Avenue South to Ohlson Lane moved to funded projects list	52
Sterling Highway Milepost 172: Drainage Improvements	53
Traffic Control at the Corner of Sterling Highway & Soundview Avenue	54
West Hill Bike Lane	55
Projects Submitted by Other Organizations	56
Homer Senior Citizens: Alzheimer's Unit	57

FY26 Draft CIP INTRODUCTION PAGES



Table of Contents

Homer Trails Alliance: Diamond Creek Recreation Area Trails..... 58

Kachemak Shellfish Growers Association: FLUPSY & Otter Predation Assistance 59

Kachemak Ski Club: Homer Rope Tow Access & Equipment Upgrades..... 60

Rogers Loop Trailhead Storage Shed 60

PART 3 LONG-RANGE PROJECTS 61

Local Roads..... 62

Parks and Recreation..... 63

 Port & Harbor 64

 Utilities..... 65

 State Projects 66

APPENDICES..... 67

 CIP Development Schedule 68

 Resolution 22-078..... 69

 City of Homer Financing Assumptions..... 70

Funded Projects from the 2024-2029 Capital Improvement Plan

The City of Homer is pleased to report that funding for the following projects has been secured:

Beluga Sewage Lift Station - City of Homer HAWSP Funds

Fish Grinding Building Replacement - design and construction funded through a Dingell-Johnson Sport Fish Boating Access grant with City of Homer matching funds.

Homer All Ages & Abilities Pedestrian Pathway which includes **Svedlund/Herndon Street Sidewalks** and **Main Street Sidewalk South from Pioneer Avenue** - \$3,486,787 in FY23 Transportation Alternatives Program funding and \$388,713 in City match funds.

Homer Harbor Expansion General Investigation - \$800,000 in Federal US Army Corps of Engineers FY2024 Work Plan funds, \$288,524 in FY24 City of Homer funds and \$288,523 in State of Alaska FY25 Capital Funds.

Homer Public Library Sliding Security Gate - \$30,000 Appropriated in the City’s FY25 Capital Budget.

The following projects have been partially funded:

Bayview Park Restoration - \$74,916 from a Healthy and Equitable Communities grant, a Kachemak Bay Rotary Club \$12,000 donation of play equipment and City of Homer match funds.

Homer Hockey Association: Kevin Bell Ice Arena Condenser Project.

FY26 Draft CIP INTRODUCTION PAGES



Table of Contents

Introduction to the Capital Improvement Program

FY26 Draft CIP INTRODUCTION PAGES

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. A capital expenditure is a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least three years.

A carefully prepared capital improvement plan has many uses. It can assist a community to:

- Anticipate community needs in advance, before needs become critical.
- Rank capital improvement needs in order to ensure the most important projects are given consideration for funding before less critical projects.
- Provide a written description and justification for projects submitted for State funding so the legislature, governor and appropriate agencies have the information necessary to make decisions about funding capital projects.
- Provide the basis for funding capital projects as part of the biennial budget process.
- Understand the impact of new capital projects on maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford.

The City of Homer CIP contains a list of capital projects the community envisions for the future, identifies ways projects will benefit the community, highlights Legislative priority projects and presents a general target construction schedule. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval, however, such inclusion does not indicate that the City intends to provide funding for the project. Projects eligible for inclusion in the City of Homer CIP have a lower cost limit of \$50,000 for City projects and \$25,000 for those proposed by non-profit organizations.

The number of years over which capital projects are scheduled is called the capital programming period. The City of Homer's capital programming period coincides with the State's, which is a six year period. The six-year plan is updated annually in accordance with a planning schedule approved by City Council at the onset of the CIP process. A copy of the City of Homer CIP schedule appears in the appendix of this document.

Though the CIP is a product of the City Council, administration provides important technical support and ideas with suggestions from the public incorporated through the entire process. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearings, and invites the public to participate throughout the entire planning process, including the nomination and adoption stages of the process.

Determining project priorities: City of Homer CIP projects are assigned a priority level of 1, 2, or 3, with 1 being the highest priority. To determine priority, City Council considers such questions as:

- Will the project correct a problem that poses a clear danger to human health and safety?
- Is the project specifically recommended in other City of Homer long-range plans?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Is the project strongly supported by one or more City advisory bodies?
- Has the project already been partially funded?
- Is it likely that the project will be funded only if it is identified as being of highest priority?
- Has the project been in the CIP for a long time?

Once the overall CIP list is finalized, the City Council names a subset of projects that will be the focus of efforts to obtain state and/or federal funding in the coming year. The overall CIP and the legislative priority list are approved by resolution.



Legislative Request FY2026

This is last year's Legislative priority projects selected by City Council. This list will be updated after Council adopts the updated CIP and their priority project selections.

City of Homer FY2025 State & Federal Legislative Priorities
approved by
Homer City Council Resolution 24-XXX

1. Homer Harbor Expansion
2. Multi-Use Community Center
3. Slope Stability & Erosion Mitigation Program
4. Homer Harbor Critical Float System Replacement:
Float Systems 4 & 1
5. Karen Hornaday Park Public Restroom Facility
6. A-Frame Water Transmission Line Replacement
7. Homer Spit Erosion Mitigation
8. New Public Works Facility

FY 2026 - DRAFT Document



1. Homer Harbor Expansion

Project Description & Benefit: This project proposes to expand Homer Harbor by constructing a new harbor basin for large vessels to the north of Homer’s existing Port and Harbor. The expanded harbor will correct navigational safety hazards posed by overcrowding in Homer’s current small boat harbor, meet moorage demands of the marine transportation sector on which 130 non-road connected Alaskan communities, and regional industries, the Port of Alaska and internationally significant commercial fisheries depend. Its design could have the potential to advance national security interests and be a backup port for marine transportation and cargo handling which is critical for Alaska’s resilience and recovery in the event a major disaster disables the Port of Alaska. Centrally located in the Gulf of Alaska, Homer’s Port is the region’s only ice-free gateway to Cook Inlet, the port of refuge for large vessels transiting the Gulf of Alaska, Cook Inlet, and Kennedy Entrance.

Currently, large vessels are moored at System 4 and System 5 transient floats in Homer’s Small Boat Harbor. Due to shortage of moorage space, large vessels are rafted two or three or more abreast constricting passage lanes, creating navigational hazards and overstressing the harbor float system.

- The new facility fills unmet moorage, maintenance and repair needs which currently send Alaska’s marine industrial, cargo and commercial fishing fleet to ports in the Lower 48 due to their overall size, draft, and simply lack of moorage space. Data show that 63% of Alaska homeported vessels spent the months of August through December 2022 in non-Alaska ports in the lower 48. This comes with significant operating costs for Alaska’s marine industrial fleet. Port expansion will capture economic activity that Alaska loses annually; it will also sustain and create good, living wage Alaskan jobs through the marine trades.
- The project could also meet the US Coast Guard’s long-term mooring needs for Search & Rescue and Arctic Security missions, if the design alternative includes space for the USCG Aspen and/or fast cutters and other assets deployed to the Arctic.

Plans & Progress: In 2019, the City of Homer and USACE completed a preliminary feasibility study utilizing a Section 22 Planning Assistance to States grant. Positive results led the USACE to initiate work on a new 3-year General Investigation (GI) in March 2023. **The GI is anticipated to reach a tentatively selected plan in June 2025 and conclude with a Chief’s Report and recommendation early in 2026. If recommended, Phase II, Project Engineering and Design (PED), would commence in FY26. Costs for the PED phase are shared 90% Federal, 10% Local Sponsor.**

Phase I GI Study Cost: \$4,154,093.00 (funding complete)

Phase II Project Engineering & Design: \$6,000,000

FY26 State Request for Phase II: \$ 300,000

City of Homer Match: \$300,000

Funding Secured	Federal Share	City Share	State Match
	\$ 2,077,047	\$1,038,524	\$1,038,523
FY23-24 Confirmed	\$ 1,249,999	\$1,038,524	\$ 750,000
FY25	\$ 827,048	-	\$ 288,523



Port expansion adds a new basin with its own entrance adjacent to the existing Small Boat Harbor. It will relieve large vessel congestion in the small boat harbor, shown below.



FY 2026 - DRAFT Document



2. Multi-Use Community Recreation Center

FY 2026 - DRAFT Document

Project Description & Benefit: This project secures land, designs and constructs a multi-use community center to meet Southern Kenai Peninsula community needs, while contributing to the overall economic development and quality of life of Homer’s residents, businesses and visitors. This project is the first phase in designing and constructing a multi-use community center to adequately serve the social, recreation, cultural, and educational needs of the Homer community. The community has long prioritized the need for indoor municipal recreational and community space, especially considering the ongoing challenges of operating in the local schools and the city’s aging and defunct HERC facility. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need; a 2022 follow up assessment showed increased public demand for recreation space, reflecting the community’s high priority on access to public recreation and educational spaces. Public input describes the community center as a comprehensive multi-generational facility that offers something for people of all ages and identified a general-purpose gymnasium, multi-purpose space for instructional programs, safe walking/running, dedicated space for youth and possible emergency shelter as priority features. Preliminary data and feedback from the 2024 Comprehensive Plan rewrite shows continued strong community support for an indoor recreation facility.

Plans & Progress: In 2018, a City Council appointed Task Force completed several months of study and recommended building a new community facility, rather than trying to rehabilitate the HERC facility. The retrofits needed to bring the building into modern code compliance exceeds the cost of new construction. In September 2021, the City expended \$49,964 to update the recreation needs analysis, engage the public and produce concept designs and construction cost estimates for different options for a new multi-use center.

A 2023 hazmat report of the City-owned facilities at the HERC campus, which had been the preferred site, determined this location will not be possible in the near term due high cost of mitigation. In 2023, the Mayor appointed two City Council “Recreation Champions” to spearhead this project and is in the process of reviewing possible locations for a community center, preferably centrally located. In 2024, the City Council appropriated \$400,000 dollars towards the project. These are significant steps towards identifying a location, refining the project’s scope and moving it forward. Subsequent steps will include finalizing design, cost estimates and completing a feasibility study for ongoing operations and maintenance.

- Total Project Cost:** \$16,050,000
- FY25 Phase 1: Land Purchase \$ 700,000
- FY26 Phase 2: Final Design & Feasibility Study \$350,000
- FY27 Phase 3: Construction \$15,000,000
- FY26 State Request:**
- Phase 1 & 2 \$ 400,000
- FY26 Federal Request:
- Phase 3 \$15,000,000
- City of Homer Match: \$ 650,000



The City of Unalaska’s Community Center is an example of a centrally located, widely used recreation facility by both residents and visitors.

Funding Secured	FY24/25
Land Purchase	-
Source	\$ 400,000



3. Slope Stability & Erosion Mitigation Program

Project Description & Benefit: Instability of steep slopes and coastal bluffs present hazards to Homer’s natural and built environment. Their instability is due in large part to the movement of both surface water and ground water. When these waters combine, they saturate the soil, which makes the soil particles “slippery” and creates potential for slumping. The annual freeze-thaw cycle exacerbates erosional loss. An increase of impervious surfaces due to commercial and residential development also contributes to coastal erosion. When storm water quickly exits developed areas, discharge events down gradient result in extreme coastal erosion and loss of beach sediments critical for maintaining coastal stability.

Erosional impacts include homes that have slid down steep slopes, forcing abandonment. Roads have failed, and with them water, sewer, electrical and natural gas distribution line infrastructure, requiring emergency repairs to restore access. This is a problem affecting both the City and the State of Alaska, as multiple state highways have been, and are continuing to be, adversely affected by slope instability – including the Sterling Highway, Homer’s only road connection to the rest of mainland Alaska and Kachemak Drive, a tsunami evacuation route and connector road for commuter, recreational and commercial traffic to Homer’s regionally active Port and Harbor facility on the Homer Spit.

After studying how these waters collectively affect steep slopes and coastline erosion, the City developed innovative mitigation plans for four projects. Together they form the City’s Green Infrastructure Slope Stability & Erosion Mitigation Program. They include (1) Kachemak Sponge Wetland Treatment System, a nature-based infrastructure project that protects private and public properties as well as state-owned Kachemak Drive by acquiring using natural wetlands to collect and treat storm water. The project mitigates flooding and coastal erosion as well as recharges valuable peatlands. (2) Baycrest Storm Drain Conveyance and Treatment System protects the state-owned Sterling Highway and downhill properties by mitigating flooding and coastal erosion. This project features a micro-hydro energy generating unit. (3) Beluga Lake and (4) Beluga Slough Wetland Treatment Systems also use natural wetlands to manage storm water, protecting two state-owned roads, Main Street and Sterling Highway. They also protect the water quality of Beluga Slough and Beluga Lake, important habitat for shorebirds. Together, these projects will protect and recharge valuable peatlands, protect water quality, conserve critical moose and waterfowl habitat and mitigate coastal erosion for the long term.



The Slope Stability Program utilizes nature based and low impact development techniques to mitigate erosional damage and protect water quality.

Plans & Progress: The Kachemak Sponge and Beluga Slough systems are Phase 1 and are underway. The City completed preliminary water quality, flow rate and peatland data collection. Design work and initial appraisals of peatlands to be acquired for the Kachemak Sponge project is complete. Federal IIJA funds from a FY23 NOAA grant will assist with peatlands acquisition. The City also secured a FY23-25 Alaska Clean Water Act grant for the Beluga Slough Storm Water Treatment System.

Project Cost (Phase 1): \$5,028,791

Kachemak Drive Wetland Treatment System \$4,388,791
 Beluga Slough & Bishops Beach Stormwater Treatment Systems \$ 690,000

Total Phase 1 Cost: \$5,028,791

City of Homer grant & match funds secured \$1,845,310

FY2026 State Request Beluga Slough: \$ 429,484

FY2026 Federal Request Kachemak Sponge: \$2,799,381

Funding Secured	Prior to July '23	FY24/25
COH Data Collect	\$ 180,000	-
Kachemak Sponge		
NOAA IIJA grant	\$1,171,410	-
COH HART Road	-	\$418,000
Beluga Slough		
FY23-25 ACWA grant	\$ 11,866	\$ 141,441
COH HART Road	\$ 81,313	-
COH In-kind	\$ 25,896	-

FY 2026 - DRAFT Document



4. Homer Harbor Critical Float System Replacement: Float Systems 4 & 1

FY 2026 - DRAFT Document

Project Description & Benefit: The project replaces Systems 1 and 4 and their adjoining gangways in Homer Harbor. These float systems were constructed by the State of Alaska in 1964 for the original Homer Harbor and transferred to City ownership in 1999 with extensive deferred maintenance. Despite having completed major upgrades to harbor assets in the past ten years and increased maintenance expenditures, the City has been unable to keep pace with infrastructure deterioration.

Systems 1 and 4 range in age from 37 to 60 years old, are in serious to critical condition, do not meet current design or safety standards and will soon face load restrictions or decommissioning. Demand for moorage and regional freight movement has increased such that the harbor already cannot meet demand. Together, these float systems moor 503 of the 920 vessels the Harbor accommodates and they offer 4,100 linear feet of transient moorage for vessels up to 75 feet long. Decommissioning will displace vessels and create hardship for regional transportation networks that depend on safe and efficient operations at the Harbor, including the Seldovia Fast Ferry Kachemak Explorer for passenger and freight loading, 130 remote worksites and non-road connected communities throughout southcentral and western Alaska, and the commercial fishing fleet.

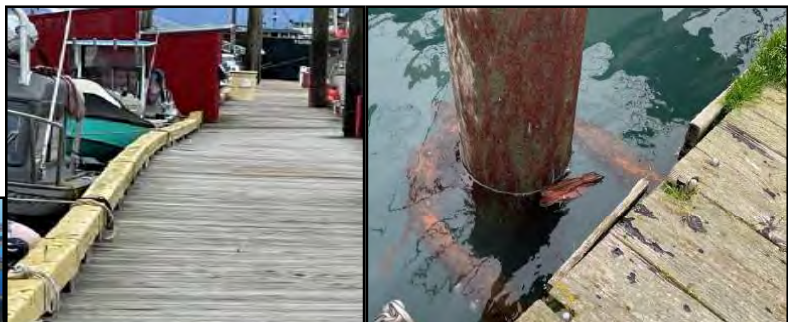
Major maintenance (added flotation to the main and stall floats and replacing timber piles and decking) has allowed continued use of these floats. But at over thirty years beyond their engineered life expectancy, the systems exhibit critical loss of structural capacity. A 2022 Harbor Condition Survey rated the systems in serious and critical condition, non-compliant with design, fire protection and safety standards and will soon face load restrictions or decommissioning.

Demand for moorage and regional freight movement has increased such that the harbor already cannot meet system demands. The loss of floats in Systems 1 and 4 will have a ripple effect, slow the entire harbor operations, and contribute to delayed shipments. Closing even one finger on a float, either for additional repairs or permanently, means that affected vessels have to raft, hot-berth, move to transient moorage, or most likely be displaced entirely from the facility. System-wide closure would affect 336 vessels for System 1 and 167 vessels for System 4, over half the stall capacity in the harbor. Decommissioning an entire system would increase vessel congestion and operational delays related to rafting and tidal draft constraints, cost the harbor and vessel operators time and fuel, and cause life and safety concerns. A sudden float system failure that causes vessel damage would likely cost a fisherman an entire season, incapacitate numerous vessels, slow and disrupt freight delivery schedules, or block access to critical floats and services.

Plans & Progress: R&M Engineers provided a harbor-wide condition report and cost estimate for float replacement in 2023 that identified critical replacement needs and upgrading shore power, fire suppression and potable water systems. Alaska Harbors Consulting has provided 30% design drawings and a cost estimate. Phase 1 is design, engineering and permitting to bring the project to construction ready status.

The City has applied for Federal funding assistance for Phase 1 from the Denali Commission and through FY25 Congressionally Designated Spending requests. Senator Murkowski and Representative Peltola advanced the request to three Appropriations Subcommittees. Phase 2 is construction. The City submitted a grant application to the FY24 Port Infrastructure Development Program for both design and construction, and proposes to meet 20.5% match through a revenue bond or TIFIA loan.

Total Project Cost:	\$60,240,898
Phase 1:	
Design, engineering & permits	\$ 2,205,000
Phase 2: Construction	\$58,035,898



The warped Headwalk Float AAA (left) suggests a failure in the structural members below the deck and lack of floatation. Low freeboard (right) results in submerged pile collar and accelerated corrosion and decaying connections to the float. Decking has rot and hardware connections protrude through it

Systems 4 and 1 moor 503 vessels, over half the harbor's capacity.



5. Karen Hornaday Park Public Restroom Facility

Project Description & Benefit: Karen Hornaday Park is Homer’s largest, most diverse public recreation space. At 40 acres in size, it offers a wide variety of activities, including camping, ballfields, playgrounds and two public pavilions with picnic facilities, barbecue grills and campfire circles. For those looking to relax, the park offers benches to view Kachemak Bay and the surrounding mountains and glaciers, as well as access to a more intimate, natural area along Woodard Creek on the park’s eastern boundary. The park hosts an estimated 92,000 user days each year. This includes Little League participants and spectators, plus general use park visitors and attendees of small gatherings and large events that reserved the park annually, such as reunions, the Scottish Highland Games festival and concerts.

An updated Karen Hornaday Park Master Plan is underway and has reached a first draft stage after park evaluation and community input. The site plan will include two high priority park needs to improve safety and provide accessibility: entry road and parking improvements and a public restroom facility. Presently, much of the parking requires crossing the entry road to get to the play area, which can be dangerous for children.

The highest need is an ADA accessible public restroom facility. The former restroom facility was demolished in 2020 due to safety concerns. The physical structure had deteriorated over the years. Its advanced age combined with high use resulted in worn interior finishes, making cleaning difficult; aged bathroom fixtures and dilapidated stalls made it nearly impossible for City maintenance personnel to provide a safe, sanitary facility. The portable toilets currently provided are inadequate to support the needs of the many visitors and groups who utilize this public recreation space over the long-term.

Plans & Progress: Over the years, grant support and significant volunteer efforts have assisted the City in developing Homer’s premier public park. The first step of the current project is to finalize the new Park Master Plan, followed by extending water/wastewater utility to the site selected for the public restroom (if necessary) and restroom construction.

Project Cost (Phase 1): \$1,080,000

Master Plan Update: \$ 50,000 (COH funds)

Water Sewer Utility Extension: \$ 530,000 (COH funds)

Restroom Construction: \$ 500,000

FY26 State Request: \$500,000
(City of Homer Match: \$580,000)



Public restroom facilities and safe, accessible pedestrian access for the many park users is lacking in the park.



Funding Secured	FY24	FY25
Park Master Plan		
COH General CARMA	\$ 50,000	-
Public Restrooms		
COH HAWSP	\$ 10,000	\$150,000
COH GF Balance	\$ 20,000	\$350,000

FY 2026 - DRAFT Document



6. A-Frame Water Transmission Line Replacement

FY 2026 - DRAFT Document

Project Description and Benefit: This project corrects a vulnerability in the City’s drinking water infrastructure to safeguard our clean drinking water supply in support of the life, health and safety of Homer’s 5,531 residents. It replaces approximately 1,200 linear feet of existing 8-inch cast iron drinking water supply line in Homer’s water utility system. The 58-year old section of line is brittle, corroded and on a 52-degree slope, making it extremely susceptible to catastrophic damage due to slope slumping or seismic activity. To avoid waterline failure, the project completes design, relocates and replaces the existing 8-inch line with 10-inch high density polyethylene transmission main.

This supply line is the only line transmitting water to the west side of Homer. It serves hundreds of customers, South Peninsula Hospital and two schools. Loss of this line, our sole drinking water utility, would have a devastating impact to public health and safety, and fire protection capability. Even short-term water supply disruption (due to serious, but repairable seismic damage to the supply line) has serious consequences. The expedient availability of machinery and spare parts for timely repair during a major disaster and the need to provide emergency drinking water are additional challenges/concerns.

Replacing the cast iron pipes with HPDE pipes protects this critical water utility infrastructure from seismic damage, and significantly mitigates potential life, health and public safety losses associated with a major earthquake event. Loss of supply in the area’s sole drinking water utility would have a devastating impact on overall public health and safety, fire protection capability and the economy. To mitigate the likelihood of a catastrophic break that would disrupt water supply and smaller ruptures that could compromise water quality, the obsolete cast iron pipe will be replaced with earthquake resilient High Density Polyethylene pipe.

The water main is critical infrastructure that assures the life, health and safety of Homer’s 5,522 residents and additional residents in surrounding unincorporated areas who rely on the system for delivery of residential and commercial potable water and fire protection services. Demand for water distribution doubles during the summer (June to August), compared to the height of winter (December and January) due to the influx of seasonal residents and a burgeoning tourism industry.

Plans & Progress: The City’s FY24-25 Capital Budget allocates \$90,000 to complete the design for the distribution line. The A-Frame Transmission Line Replacement is also included on Alaska Drinking Water Fund’s Intended Use Plan.

Total Project Cost: \$1,059,147

Design: \$167,000

Construction: \$892,147

FY26 Federal Request: \$794,360

City of Homer Match: \$264,787

Funding Secured	FY24
Design	
COH Water CARMA	\$ 90,000



Replacing the water transmission line is critical for the life, health and safety of residents who rely on the system for delivery of residential and commercial potable water.



7. Homer Spit Coastal Erosion Mitigation

FY 2026 - DRAFT Document

Project Description and Benefit: The City of Homer requests that the Alaska Department of Transportation and Public Facilities (AK DOT&PF) work cooperatively with the Army Corps of Engineers (USACE) and the City of Homer to design, permit and implement a long term erosion mitigation and maintenance plan to mitigate and stabilize erosion conditions on the Homer Spit. This project is needed to protect critical infrastructure on the Homer Spit.

The Homer Spit is a 4.5 mile long glacial spit composed of sands and gravel that offers recreational, commercial, industrial, and residential use. It is a valuable asset to the City of Homer and the State of Alaska due to its economic and recreational opportunities. It is also a unique, coastal feature and a valuable environmental resource with its extensive bird and marine habitat. While typically in equilibrium, the Spit is undergoing a long period of erosion. Changes in storm patterns the past few years with milder summers and fewer strong southeasterly events may be affecting the sediment movement along the spit, allowing greater erosion and less seasonal accretion. The USACE addressed erosion concerns in 1992 with 1,000 feet of rock revetment in 1992, which they extended an additional 3,700 feet in 1998. This caused beach lowering adjacent to and further south of the rock revetment along the Spit. In that area, AK DOT&PF armored the highway in two emergency revetment projects. These areas are subject to periodic overtopping, damaging the asphalt on the roadway shoulder

Erosional damage on the Spit is undermining the State-owned Sterling Highway that connects the Kenai Peninsula mainland to organizations like the United States Coast Guard and Alaska Marine Highway. The road is also an essential tsunami evacuation route. If left unchecked, erosion will ultimately diminish the role the Homer Spit plays as a regional commerce center and transportation hub for Southcentral Alaska, including the commercial fishing industry and the marine trades. Erosion is actively undermining public recreational facilities and private commercial enterprises to the point that properties have been abandoned or condemned. A coordinated, long-term maintenance plan is needed.

Plans & Progress: The USACE conducted two extensive studies with detailed erosion management information: a 2017 Dredged Material Management Guidance Manual and a 1989 investigation report, Storm Damage Reduction Final Interim Feasibility Report with Engineering Design and Environmental Assessment. More recently, in 2019, HDR analyzed environmental conditions and sediment transport and produced a Coastal Erosion Assessment of the Sterling Highway Termini on the Homer Spit which also considered concept alternatives (perched bench, groin field, offshore breakwater, sediment management and rock revetment) for improving resilience of existing roadway embankment. A rough order of magnitude for revetment is \$1.5 M per 100-foot station.

Due to the importance of road access on Homer Spit, a traditional revetment was recommended; however it strongly encouraged coupling any rock project with a beach renourishment program and sediment management plan for long term viability of the Spit. Dredging operations in Homer Small Boat harbor and during construction of Homer’s new large vessel harbor will provide sufficient material to renourish the beach.

The project could progress through a USACE General Investigation. A State of Alaska application for Federal PROTECT planning grant funds, if successful would provide information for use in the GI and seek USACE authorization to implement the Dredged Material Management Plan to immediately mitigate erosional damage.

Phase 1 & 2 Project Cost: \$3,960,000

Phase 1: Beach Renourishment Authorization, dredging and placing materials: \$ 960,000

Phase 2: USACE General Investigation: \$3,000,000

FY25 State Request \$1,960,000

FY25 Federal Request \$1,500,000



Example of recent active erosion on the Homer Spit. City Manager at 235-8121



8. New Public Works Facility

FY 2026 - DRAFT Document

Project Description & Benefit: The Public Works Department, located at the bottom of Heath Street, has outgrown its facilities. The current mechanic shops are too small to accommodate the city’s large equipment and are out of space to house any new machinery. Due to lack of space the building maintenance shop was relocated to a derelict building off site will soon need a new location. Additionally, Homer’s new Tsunami Inundation Map shows the potential risk of a 30’ high wave to move through the Public Works complex. Public Works and associated heavy equipment are critical infrastructure for response and recovery activities before, during and after a disaster.

To help evaluate the risks to Public Works of personal injury and property damage from a tsunami and recommend possible mitigation options, Homer City Council appointed a Public Works Campus Task Force in 2020. The Task Force confirmed risks to the public works campus and additionally identified that the facility is suffering from obsolescence due to growth and technological changes over time. After evaluating different mitigation strategies (including creating tsunami resistant seawalls or perimeter mounds and constructing tsunami resistant buildings in same location), the Task Force advised relocating the mission critical portions of the Public Works campus (administration, building maintenance, City fueling station, rolling stock, piping, culverts, mechanics shop, motor pool shop and other essential equipment and materials) to a new location to mitigate loss and damage during a tsunami event and to provide for long-term sustainability.

A needs assessment estimated that the new facility would require a 4.6 acre site and ideally be compatible with adjacent land uses. **In 2023, the City purchased an 8.63 acre parcel in the East End Mixed use Zone District.** The campus will be designed and sized to provide for current and future administrative, customer support and city facilities maintenance personnel, including road, building, water, sewer, and motor pool; and equipment/materials storage

The existing Public Works site could be converted into public summer use open space (adjacent to the animal shelter, Beluga Slough, and conservation land) and provide space for environmentally sensitive snow storage in the winter.

Plans & Progress: This project is envisioned to proceed through three phases, **beginning with property acquisition, which was completed in 2023.** The second phase is design and cost estimating, which is necessary to understand actual funding needs. The third phase is completing finalizing design and permitting, and construction.



The City of Homer Public Works department’s equipment and fleet and personnel have outgrown the current facility, which is also located in a tsunami inundation zone.

Total Project Cost: \$11,378,500

Schedule: 2026

2023: Property Acquisition \$ 600,000 (completed)
 2026: Facility Design \$ 828,500
 2027-2029: Construction \$9,950,000

FY26 State Request: \$ 414,250

FY27 Federal Request: 9,826,400

City of Homer 10% Match: \$1,137,850

Funding Secured	FY24	FY25
Property Acquisition		
COH Land Reserves	\$ 600,000	-



Mid-Range Projects

FY 2026 - DRAFT Document

Part 2: Mid-Range Projects

- **ADA Transition Projects 11**
- **Parks and Recreation 15**
- **Port and Harbor 20**
- **Public Safety 30**
- **Public Works 33**
- **State of Alaska Projects 47**
- **Projects by Other Organizations 56**



ADA Transition Projects

- **City Hall Access Barrier Removal 12**
- **Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform 13**
- **Removing Parking & Pavement Accessibility Barriers at City Facilities 14**

FY 2026 - DRAFT Document



City Hall Access Barrier Removal

FY 2026 - DRAFT Document

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Advisory Board and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City’s Facilities Transition Plan, in accordance with Title II of the ADA regulations. City Hall is one of the most used city buildings throughout the year and this project regrades the parking lot cross slope and address corrects access barriers (ADA Priority Level 1 issues) to get into the building. **Additionally, a 2024 US Department of Justice letter to the State of Alaska regarding their voting locations for ADA compliance noted that a path from the public sidewalk on Pioneer Avenue to the polling entry door was lacking.**

City Hall access barriers include:

- accessible parking spaces and exterior ramp cross slopes exceed 1:48 ratio;
- no pathway from public sidewalk on Pioneer Avenue to back entrance door.

Front entrance improvements to be completed include :

- reconfigure ramp to meet cross slope requirements;
- replace grate to meet opening requirement of 1/2” or less;
- reconfigure curb ramp so there’s a level landing at least 36” long;
- alter landing ramp to meet requirements; alter/replace handrails to meet ramp width requirement.

Plans & Progress: Public Works Staff assisted the ADA Advisory Board during the self-evaluation process, and together developed solutions and remedies that are included in the Transition Plan. In 2022, the City allocated funds and completed the design for a new City Hall Ramp to bring it into ADA compliance. **An FY25 Capital Budget adjustment allocated an additional \$23,000 to help address ramp reconfiguration. Public Works is working on an estimate of funds needed in the City’s FY2026/2027 budget to bid the project out for construction.**

Total Project Cost: \$400,000

Schedule: 2025-2027

Priority Level: 1

Project cost estimate will be updated after PW estimate on front entry ramp and again after parking regrade design is completed.

Funding Secured	Prior to July '23	FY24/25
Design ADA City Hall Ramp		
General Fund CARMA	\$14,400	
General Fund		\$23,000



The cross slope of the accessible parking spaces at the lower entrance to City Hall exceeds the maximum allowed 1:48 under ADA standards.



Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform

FY 2026 - DRAFT Document

Project Description & Benefit: The Nick Dudiak Fishing Lagoon located on the Homer Spit is a man-made marine basin that the Alaska Department of Fish and Game annually stocks with king and silver salmon smolts to provide an easily accessible recreational sport fishing opportunity. This road accessible, shore based salmon fishing site attracts a wide array of sport anglers. When salmon return to the terminal fishery from May through September, over 250 anglers line the bank at any one time.

Due to its popularity, the City of Homer enlarged the lagoon to five acres (twice its original size) in 1994, and in 1999 added accessibility features (handicapped parking and a series of ramps and landings inside the fishing lagoon) to expand recreational sport fishing opportunities to anglers with mobility challenges. The City also maintains fish cleaning tables, restroom facilities, a small picnic area and adjacent campground to serve fishermen’s needs.

The existing twenty-year old ADA platform is subject to damage from tidal action, gravel build-up and ice scouring. Over the years, despite annual maintenance, it has succumbed to these forces and no longer serves its purpose of providing ADA access to the fishing waters. Parts of it have detached from the main body and are a safety hazard. A new access ramp and fishing platform, designed and located to resist these forces, is needed to restore accessibility to the Fishing Lagoon, improve the fishing experience, and if possible, reduce maintenance.

Once a final design and Fishing Hole location is determined, Phase 2 of the project will be to make improvements necessary to connect the ramp to uplands amenities such as accessible parking spaces, restrooms, the Fishing Hole campground and fish cleaning tables.

Plans & Progress: The City has been working in concert with Alaska Department of Fish and Game to design and seek funding to replace the ramp. In 2022, the City and State prepared conceptual design options for consideration. Initially, the preferred option is for floating access (similar to a dock) that provides over-water fishing opportunities. The floats will allow the dock to move up and down during tidal swings to provide ADA access to fishing for the entire tidal fluctuation. A gangway to the dock would be affixed to a fixed pier above the high water level. The floating portion of the dock and the gangway would be designed to be removable to avoid seasonal ice damage and to perform maintenance as necessary.

Total Project Cost: \$ 770,000

Concept Design \$ 18,813 Completed 2022;

Final Design \$70,000

Construction \$ 700,000

Schedule: Final Design 2026
Construction 2027

Priority Level: 1



A concept design of a removable gangway and floating fishing platform to restore ADA angler access to the Nick Dudiak Fishing Lagoon.



Removing Parking and Pavement Accessibility Barriers at City Facilities

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects parking and pavement barriers (ADA Priority Level 1 issues) at City facilities to aid the entire community in accessing and participating in programs, services or activities provided by the City of Homer.

ADA regulations standardize the size and number of marked accessible parking spaces in a lot and appropriate signage placed such that it cannot be obscured by a vehicle parked in the space. Accessibility standards also require firm, stable and slip resistant surfaces. Many City of Homer facilities do not meet these standards.

This project will correct the following parking barriers at City facilities:

- Regrade exterior ramp cross slopes that exceed 1:48 ratio at the Fire Hall, Homer Public Library, and the Public Works building;
- ~~absence of van accessible parking;~~
- ~~incorrect dimensions of accessible parking spaces;~~
- ~~improperly located signage;~~
- ~~accessible parking spaces where water pools and snow melt creates icy conditions that become hazardous in the winter;~~
- Firm ground surface through compaction or paving and even surface levels at Load and Launch Ramp staging area
- cross slopes that exceed 1:48 ratio on paved lots.

These issues have been resolved in-house by Public Works Department and will be removed from project description.

Plans & Progress: City staff assisted the ADA Advisory Board during the self-evaluation process and together developed solutions and remedies that were included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project is expected to proceed incrementally. In 2021, accessible vehicle and van parking spaces were paved at Harbor Ramps 3, 4 and 5, and at public restrooms and compliant signage and pavement markings were completed.

Total Project Cost: \$385,600

Phase 1: Harbor Accessible Parking, completed \$49,100

Phase 2: Facility Parking Lot Cross Slopes & Surface Levels: \$336,500

Schedule: 2026

Priority Level: 1



While inaccessibility issues in these Port & Harbor parking spaces have been remedied, it provides an example of spaces needing to be paved with an even path of travel.

FY 2026 - DRAFT Document



Parks, Art, Recreation & Culture

- **Bayview Park Restoration16**
- **Homer Spit Campground Renovations17**
- **Homer Spit Trailhead Restroom18**
- **Jack Gist Park Improvements.....19**

FY 2026 - DRAFT Document



Bayview Park Restoration

Project Description & Benefit: Bayview Park is a neighborhood park at the top of Main Street in the heart of Homer intended to serve preschool age children and their families. The park, the only park in Homer dedicated to serve preschool age children, has been undeveloped since its formation.

This project transforms Bayview Park into an inviting, safe and accessible destination for young families to provide improved recreational opportunities for all in our community. Project scope includes two phases. Phase 1 of the project is expected to be complete in fall 2024. It includes:

- finalizing the park’s site plan and specifications after gathering community input;
- pave Bayview Park parking area and delineate ADA parking and construct accessible park pathways;
- procure and install inclusive playground equipment and natural playground features; and
- install accessible rubber tile safety surfacing under the playground equipment.

Phase 2 replaces the rickety white picket fence with a more durable, low-maintenance fence that provides a level of safety for young children playing near busy roads. Due to the wood’s deterioration, public works staff cannot repair some parts of the fence.

Plans & Progress: In 2022, the City installed an ADA accessible sidewalk to the park from Main Street as part of the new Main Street Sidewalk project. The sidewalk design replaced the existing open ditch on the east side of Bayview Park with a closed storm drain system to create a space where a parking lot and access into the park can be built.

The City worked with a landscape architect to develop a park plan and dedicated 2023 Healthy and Equitable Communities grant funds from the Alaska Department of Health and Social Services to assist with park improvements. A donation by the Kachemak Bay Rotary Club also helped procure new playground equipment.



Bayview Park, dedicated to serve pre-school age children and their families is undeveloped. A more practical chain length fence will also be needed to keep young children out of roads and ditches.

Total Project Cost: \$190,000

Phase 1: \$139,330 (Funding complete 2023)

Phase 2: Replace perimeter fence. \$50,670

Schedule: 2026

Priority Level: 1

Funding Secured	Prior to July '23	FY24
Design & install features		
KBay Rotary	\$ 12,000	-
HEC Round 2 Grant	\$ 74,916	-
Drainage/Parking		
COH HART Roads	-	\$ 32,000
Accessible Pathways		
COH HART Trails	-	\$ 20,314

FY 2026 - DRAFT Document



Homer Spit Campground Renovations

FY 2026 - DRAFT Document

Project Description and Benefit: The Mariner Park and Fishing Hole campgrounds are situated on the Homer Spit. Their waterfront locations and close proximity to recreational activities and visitor support services make the campgrounds very popular with both Alaskans and out-of-state visitors. City campgrounds are heavily used in the summer and shoulder seasons, hosting over roughly 20,000 campers annually and generating up to \$200,000 in revenue through camping fees.

The campgrounds are primitive. Campers use porta potties and have no means of hand washing. Campsites are pot holed, poorly marked and without tent pads. Many lack picnic tables and fire rings.

This renovation project greatly improves the camping experience and makes it easier to maintain the campgrounds to a higher standard of cleanliness and safety. Renovations include installing hand wash stations, grading campgrounds, delineating and labeling campsites, developing tent pads in tent camping areas and installing picnic tables and fire rings at sites that currently lack these basic amenities. Mariner Park Campground would also benefit from landscaping.

Completing these renovations bring the campgrounds to a minimum standard to keep them healthy, attractive and competitive. Visitors have a choice of where to stay on the Kenai Peninsula. We anticipate these upgrades will attract new visitors and motivate existing visitors to extend their stays or come back. Summer and shoulder season visitors contribute significantly to Homer’s overall economy through their patronage of local businesses throughout their stay.

Plans and Progress: This project is 80% shovel ready.

Total Project Cost: \$95,000

Mariner Park Campground	\$50,000
Fishing Hole Campground	\$45,000

Schedule: 2026-2028

Priority Level: 3

Funding Secured	Prior to July '23	FY24/25
Picnic Tables & Campground Items		
Port & Harbor Reserves		\$18,000



Mariner Campground at the base of the Homer Spit.



Homer Spit Trailhead Restroom

Project Description & Benefit: The parking lot at the intersection of the Ocean Drive bike path and Homer Spit Trail gets heavy use year round. The Spit trail is a popular staging area for biking, running, walking, and roller blading. Parents bring their young children to ride bikes because the trail is relatively flat and has few dangerous intersections. An ADA accessible restroom would be used by recreationalists and commuters using both trails.

Total Project Cost: \$400,000

Schedule: 2027

Priority Level: 3

Staff recommend removing this project from the CIP because the trailhead pull out is State of Alaska owned property and the City has other, higher priority restroom projects.



The parking lot at the Spit trail head full of cars on a sunny day.

FY 2026 - DRAFT Document



Jack Gist Park Improvements

FY 2026 - DRAFT Document

Project Description & Benefit: Jack Gist Park was founded in 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. Park development took place on top of a retired landfill that was capped. As originally envisioned by the Jack Gist Recreational Park Association, this parcel has been developed primarily for soft ball fields. It also features a disc golf course. Changes in usage patterns, deferred maintenance, and adjacent residential development have highlighted the need for various improvements within the Park. The need for these improvements and the impacts of deferred maintenance will only continue to grow as the residential density increases in the neighborhood around the park.

The park hosts numerous softball tournaments annually, and disc golfers. Improvements for the health and safety of park users includes a public restroom facility, irrigation for field turf maintenance and remediation of drainage issues that have led to poor quality athletic turf. Drainage improvements are also needed address persistent standing water in ditches and in low spots in the parking lots, bleacher areas and the ball field access. Development of drainage routes will encourage groundwater (which is expected to be amplified by residential development adjacent to the park) into existing drainage routes to the east and west of the park and through culvert crossings.

The park has a need for improved and expanded parking. The two parking lots are small, uneven, poorly drained and poorly delineated. Utilities are needed for the park to service a future public restroom and provide water for irrigating the ball fields.

Plans & Progress: . Phase 1 funding is nearly complete via capital funds approved in the FY23 and FY24-25 budget for completing drainage work, expanding parking, and extending electrical service to the mobile restroom site and an adjacent light pole. Sewer has been installed to the site for a future public restroom; water has been stubbed to the park's property line from the adjacent development. Centrally located spigots will provide irrigation for the fields during dry spells and assist in turf maintenance practices. Constructing a public restroom facility is Phase 2 of the plan.



One of the softball fields at Jack Gist Park.

Project Cost: \$640,000

Phase 1: \$240,000 (\$217,000 secured)

- Water/Sewer Extension: \$ 57,000
- Electrical Extension: \$ 57,000
- Drainage: \$ 31,000
- Parking: \$ 95,000

Phase 2: Restroom cost estimate: \$400,000

Schedule: 2023-2028

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Utiiity Extension		
COH HAWSP	\$ 42,500	-
General Fund Fund Balance		\$ 57,000
Drainage/Parking		
COH General Fund	-	\$ 95,000
Site Prep	-	
COH General Fund		\$ 22,500



Port and Harbor

- **Barge Mooring & Large Vessel Haul Out Repair Facility21**
- **Fish Grinding Building Replacement22**
- **Harbor Ramp 8 Public Restroom.....23**
- **Homer Harbor Dredging24**
- **Homer Harbor Security Cameras:
Ramp 1-5 Access Points.....25**
- **Ice Plant Upgrades26**
- **Large Vessel Sling Lift, Phase 127**
- **Steel Grid Repair28**
- **Wood Grid Replacement29**

FY 2026 - DRAFT Document



Barge Mooring & Large Vessel Haul Out Repair Facility

FY 2026 - DRAFT Document

Project Description & Benefit: This project constructs safe moorage and an associated uplands haul out repair facility for large shallow draft vessels. This improvement supports the marine transportation needs of central and western Alaska. Because of the lack of facilities, these vessels currently have to travel elsewhere to perform annually required maintenance and repairs, which could otherwise be completed here in Homer. The new facility benefits the needs of the growing regional fleet of large vessels, the local marine trades businesses and the regional economy.

The mooring facility, proposed along the beach front of Lot TR-1-A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will stage barges in the tidal zone with the bow end pulled tight to the beach for accessing a haul out ramp. A dead-man anchoring system will be provided for winching vessels up the ramp above the high tide line for maintenance and minor repairs. Upland improvements will include six work sites with water, electrical pedestals, lighting, and security fencing and cameras. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer large vessels the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

Completing repairs locally gives the marine trades sector greater opportunity to expand services, support a steady labor force and provide higher quality services more competitively. Availability of local repair services also delivers performance benefits to vessels operating in Alaska waters, saving significant time, fuel and other operating expense.



Three vessels hauled out for repairs on Homer Spit Lot TR 1 A.

Plans & Progress: Project development is being carried out in phases. Phase 1, initiated in 2014, consisted of forming a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements. Staff additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements, the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer. Phase 2 completed design and permitting utilizing \$255,000 in State Legislative Grant funds and \$42,626 in additional City of Homer funds. The project is shovel-ready and the design is bid-ready. Phase 3 will complete construction project construction.

Total Project Cost: \$5,297,626

2019: Phase 2 Engineering/Permitting/Geotechnical/Design: \$297,626 (Design completed June 2020).

2025: Phase 3 Construction: \$5,000,000 (Project is shovel ready.)

Schedule: 2027

Priority Level: 3



Fish Grinding Building Replacement

FY 2026 - DRAFT Document

Project Description and Benefit: This project replaces the Fish Grinding Building located on the uplands within the Homer Small Boat Harbor, and completes site drainage improvements to meet DEC permitting requirements.

The building requiring replacement secures and protects a DEC-permitted industrial fish waste grinding system. The system processes a large volume of fish carcasses (on average 304,600 pounds annually) generated by non-commercial sport fishing activity and collected from the City’s public fish cleaning tables for environmentally sound disposal. This sport-caught fish waste is transported to the Fish Grinding Building in totes where it is mixed with salt water and ground, and then pumped to an underwater outfall located in Kachemak Bay adjacent to Homer’s Pioneer Dock.

The current building is a twenty-one year old, 600 square foot metal clad building. Over time, the humid, salty sea air and the saltwater slurry used in the fish grinding process have taken a corrosive toll on the building. The building is rusting out in several areas, compromising its structural integrity and degrading electrical fixtures. The new proposed building will be constructed on the same concrete footprint, utilize existing utility hook ups and designed with corrosion-resistant materials to protect the fish grinder and associated equipment from the elements, saving on costly equipment maintenance and repairs.

The project also completes site work to correct a site drainage/water quality issue cited in the recent EPA permit review to prevent fish slurry that leaks onto the ground from entering a storm drain. Site work will create a drainage system in the tote storage area to insure leakage is channeled into the outfall line. These two improvements insure that this important facility can continue to meet sport angler need, while remaining compliant with EPA regulations.

Plans & Progress: Preliminary project design and cost estimates are complete. **The building replacement project was awarded a Federal Aid in Sport Fish Restoration Act (Dingle-Johnson Act) grant, which will fund up to 75% of project costs. Design (Phase 1) is complete and construction (Phase 2) is out to bid.** The project is also listed on the AK DEC Intended Use Plan for the Alaska Clean Water Fund.

Total Project Cost: \$374,978
 Phase 1: Engineering and Design: \$ 25,000
 Phase 2: Construction \$289,978
 Site Drainage: \$ 60,000

Schedule: 2024-2025

Priority Level: 1 This project could move to the funded projects list depending on bid results.



Corrosion is compromising the Fish Grinding building’s structural integrity and degrading interior fixtures.

Funding Secured	Prior to July '23	FY24/25
Engineering/Design	\$ 25,000	-
ADF&G Dingell-Johnson	\$ 41,950	pending



Harbor Ramp 8 Public Restroom

Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Previously, restroom facilities for Ramp 8 consisted of an outhouse. This outdated restroom brought many complaints to the Harbormaster's office. Sanitary restroom facilities are expected in modern, competitive harbors along with potable water and adequate shore power. The Ramp 8 outhouse was removed in 2015. A new public restroom in this location is needed to serve the crew members of large vessels when they come to port.

Plans & Progress: Design costs for this project would be minimal as the City has standard public restroom plans engineered that can be easily modified for this location.

Total Project Cost: \$400,000

Schedule: 2027

Priority Level: 3



Ramp 8 sees heavy use from crews of large vessels moored in System 5. Since this outhouse was removed in 2015, crews either use a porta potty provided by the Port & Harbor, or walk 1.5 blocks to use the nearest restroom facility.

FY 2026 - DRAFT Document



Homer Harbor Dredging

Project Description and Benefit: Due to sediment infiltration, Homer’s small boat harbor is in need of dredging to restore design depth. The US Corps of Engineers is authorized as part of their mission to maintain the navigable channel from the harbor entrance all the way to the load and launch ramp. However, all the rest of the harbor is a local responsibility.

The dredged materials can be used to renourish beaches on the west side of the Homer Spit, where erosional damage is actively undermining the State-owned Sterling Highway. Recreational properties and commercial properties are impacted to the point that properties have been abandoned or condemned. Beach renourishing will follow the US Corps of Engineers Dredged Material Management Plan approved for the Homer Spit.

Plans & Progress: Dredging requires a survey of the entire basin by a certified Marine surveyor capable of conducting a multi-beam survey that provides quantities of dredged material that would need to be removed to get the basin back to the original depths. The City’s FY24-25 allocates funds to complete the survey work.

Phase 2 will create a request for proposals to solicit bids for dredging the harbor. Depending on the results of the bids, the City may need to prioritize efforts and focus on specific areas of concern first.

Total Project Cost: \$980,000

Phase 1: Harbor bottom survey: \$25,000

Phase 2: Dredging: \$955,000

Schedule: 2023-24

Funding Secured	Prior to July '23	FY24/25
Harbor Survey	-	\$ 25,000



A dredge in Homer Harbor during the US Corps of Engineer’s annual dredging of the harbor’s navigable channel.

FY 2026 - DRAFT Document



Homer Harbor Security Cameras: Ramp 1-5 Access Points

FY 2026 - DRAFT Document

Project Description and Benefit: This project will expand and enhance coverage capabilities of Homer Harbor’s current security camera system. The Port and Harbor Advisory Commission and staff have a long term goal of installing cameras on the west side of the basin at the access points to Ramp 1 through Ramp 5. Expanding the current camera system allows harbor officers to keep a monitored eye on these heavily trafficked areas.

Over the years, security cameras have come to play an ever increasing role in assisting staff to monitor harbor and vessel security because of the advantages they provide. Cameras allow harbor officers to monitor situations while completing other tasks in the field or while on the radio helping other customers. Quick review of a recorded incident will also help an officer verify vessel status while not having to actually dedicate time to watching and waiting on scene. Cameras also provided an element of safety by allowing responding officers to view a situation before arrival; they can also be used to assist in monitoring evacuations from the Spit in the case of a tsunami or other natural disaster without putting officers in harms way.

Plans & Progress: City Council approved a capital budget request of \$20,000 for the design of the Ramp 1 through 5 camera system in the 2022/2023 budget and a cost estimate obtained. **An FY25 mid-biennium budget adjustment made an additional \$25,000 available to install camera poles in-house, which will lower the equipment installation cost estimate below.**

Total Project Cost: \$364,000
 System Design: \$5,728 (funding completed)
 Equipment Purchase and Installation: \$358,272

Schedule: 2025-2026

Priority Level: 1



Security cameras, pictured here, center, allow harbor officers to gain situational awareness before responding to an event, to verify details of recorded events and monitor progress of evacuations or check on inundation during tsunami events.

Funding Secured	Prior to July '23	FY24/25
Camera System Design		
Port Reserves	\$5,728	
Pole Installation		
Port Reserves		\$25,000



Ice Plant Upgrade

Project Description & Benefit: The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer.

Although the Ice Plant has been maintained very well since being built in 1983, efficiencies may be gained by upgrading certain key components of the plant with current technologies, which may include replacing the refrigeration compressors, integrating natural gas into the process, and/or upgrading the control systems to increase the plant's efficiency and reduce operating costs.

Plans & Progress: This project is proceeding in a three-phase approach. Phase 1 consisted of contracting with Coffman Engineering from Anchorage to assess Homer's Ice Plant and provide a list of options for upgrading the facility to optimize energy savings, plant maintenance, equipment longevity and return on investment. The study also considered the possibility of creating a year-round cold storage refrigeration system as an upgrade to the original plan. Two recommendations from the study to optimize energy savings comprise Phase 2 and Phase 3 of the project: upgrading the evaporator fans and condensers with variable frequency drives.

Total Project Cost:

Phase 1: \$40,000 (Design and engineering study)

Phase 2: Evaporator fan upgrades estimate forthcoming.

Phase 3: Condenser upgrades estimate forthcoming.

Project description pending
update from Port and Harbor
Maintenance.

Schedule:

2019-2020: Phase 1 study completed

2021: Design and engineering for
upgrades

2024: Phase 2

Priority: 1



Four of the Ice Plant's aging compressors are shown here.

FY 2026 - DRAFT Document



Large Vessel Sling Lift, Phase 1

Project Description & Benefit: During the investigation conducted in 2014 by the Large Vessel Haulout Task Force, the Task Force quickly recognized a need to provide haulout services to all vessels that moor in the harbor. As a first step in filling this need, the Port & Harbor developed an airbag haul-out system on available tidelands within the harbor. This system has proved successful.

However, the system works only for part of the fleet: large, flat-bottomed, shallow draft vessels. Much of the fleet in the harbor is not able to use this system because of the vessel's deep draft hull configuration. A lift in a local commercial yard is being expanded to accommodate vessels up to 150 tons, which will accommodate most limit seiners and many of our larger boats. Homer will still lack haulout services for deep draft vessels larger than 150 tons.

A sling lift has been proposed as a possible haulout solution for vessels that are not currently being served in Homer. The lift, coupled with an on-site repair yard would provide these vessel owners the option to perform their annually required maintenance and repairs locally without having to travel away. Haul outs ease the burden of travel for the vessel owners during the winter season and, as an added bonus, generate business to help sustain local marine trades.

Key to the success of the project is to select a location that has space for an on-site repair yard, and to select a sustainable owner-operator model. Possible locations are the old chip pad or in the new large vessel harbor; owner-operator scenarios include privately owned and operated with a lease to the Enterprise, a public private partnership, or alternatively, municipally owned and operated by the City using Enterprise employees.

Plans & Progress: Project development will have two phases. The first phase will be a comprehensive study about how to best build and operate this new service at the Port of Homer. It will consider location and include engineering and design options and a cost-benefit analysis. The study will also research options for operating this new service, providing an analysis of various ownership and operating models. It will also work on completing regulatory requirements such as a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation.

Phase 2 will be construction of the support infrastructure after considering the results of the phase one study and acquisition of the sling lift.

Total Project Cost: \$65,000 (Phase 1)

Schedule: 2027

Priority Level: 3



An example of a sling lift and adjacent repair yard area.

FY 2026 - DRAFT Document



Steel Grid Repair/**Replacment**

Project Description and Benefit: The Steel Grid is a series of benches (steel beams) laid out on intertidal land that can support a boat for hull repairs during low tides. Vessels float over the grid at high tide and then set down on the grid as the tide recedes. Vessel owners are able to do minor repairs and inspections to their vessels hulls while “dry” on the grid and refloat with the incoming tide.

The Steel Grid is one of two tidal grids that the Port and Harbor operates. Because of Kachemak Bay’s large tidal exchange, Homer’s tidal grids are a useful and inexpensive way for vessel owners to maintain their vessels’ hulls.

Homer’s Steel Grid was originally built 43 years ago and accommodates vessels from 60 feet to 120 feet with a 200 ton limit. The grid was originally rated for vessels up to 400 tons but was downgraded to 200 ton max limit as it aged due to the condition of the supporting piles and benches. Maintenance and repairs of bents and fenders kept this grid patched up and going for a good long while, but the steel grid was decommissioned in spring of 2024 after an in-house inspection revealed holes in the supporting structure. **Replacement or repair options will be discussed after a engineer’s condition evaluation in Phase 1.**

Plans & Progress: This project consists of three phases. The first phase is an engineer’s inspection and condition report followed by engineering, design and permitting work to be followed by construction.

Total Project Cost:

Phase 1: **Engineer’s Condition Evaluation: \$12,500**

Phase 2: Engineering, Design, Permitting and Cost Estimate: TBD

Phase 3: Construction: TBD

Schedule: 2025

Priority Level: 1



A marine vessel utilizing Homer Harbor’s steel grid for repairs.

FY 2026 - DRAFT Document



Wood Grid Replacement

Project Description & Benefit: The Wood Grid is a series of benches (in this case wooden beams) laid out on intertidal land that can support a boat for hull repairs during low tides. Vessels float over the grid at high tide and then set down on the grid as the tide recedes. Vessel owners are able to do minor repairs and inspections to their vessels hulls while “dry” on the grid and refloat with the incoming tide.

The Wood Grid is one of two tidal grids that the Port and Harbor operates. Because of our large tidal exchange in Kachemak Bay, Homer’s tidal grids are likely one of the most useful vessel grid systems in the world. They utilize the tides to our advantage to provide an inexpensive way for vessel owners to maintain their vessels’ hulls.

Homer’s Wood Grid was originally built 50 years ago and accommodates vessels up to 59 feet with a 50-ton limit. Other than the walkway replacement that occurred in 2001, the wood grid has seen very little attention in terms of upgrades since.

Three particular issues would likely be addressed in an upgrade. Gravel has migrated downhill and filled in between the benches, making it increasingly difficult for people to actually get under the vessels on the grid to perform repairs. A second issue is with the Wood Grid’s retaining walls. Due to age, the upper wall is no longer retaining infill from the bank above and the lower submerged wall has degraded to the point that staff are not able to repair it. Another concern is that the benches and the buried pile that support them have deteriorated to the point that staff is unable to repair them. At a minimum the piles and benches will need to be replaced.

Plans & Progress: This project would consist of two phases. The first phase is preliminary engineering and design to ascertain the scope and cost of the improvement, including what permitting is required. The second phase would be construction.

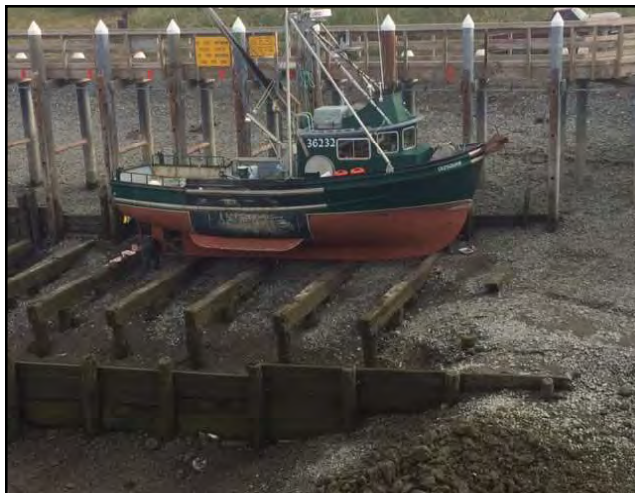
Total Project Cost:

Phase 1: Engineering and design: \$25,000

Phase 2: Construction: to be determined in Phase 1.

Schedule: Phase I: 2026

Priority Level: 2



The Wood Grid in Homer’s Port and Harbor was originally built 40 years ago and accommodates vessels up to 59 feet with a 50 ton limit. Other than replacing the walkway in 2001, the wood grid has seen very little in terms of upgrades since.

FY 2026 - DRAFT Document



Public Safety

- **Fire Hall Expansion, Phase 1..... 31**
- **Fire Department Fleet Management 32**

FY 2026 - DRAFT Document



Fire Hall Expansion, Phase 1

FY 2026 - DRAFT Document

Project Description & Benefit: In 2014, in response to aging and crowded conditions, the City assessed Homer’s emergency services space needs. Initial plans to correct building and space inadequacies called for co-locating the Police and Fire stations within a new Public Safety facility. However, ultimately, the decision was made to build a stand-alone Police Station and defer expansion plans for the Fire Department.

In the interim, the City addressed much needed deferred maintenance at the Fire Hall, which included conversion to natural gas, improved air handling, fixing floor drainage issues in Bays 2 and 3, and general refurbishing of wall and floor finishes and kitchen cabinets, but nothing was done to address inadequate facility space or increased demands on service requirements.

The current fire station was built in the early 1980’s. It has five bays to hold four fire trucks and two ambulances. Vehicles are double-stacked in the bays with barely with enough room for a person to move between the trucks, much less accommodate new, modern fire apparatus, which are longer and wider than the vehicles the bays were originally designed for. Storage, training, parking and apron space are also very limited. Expansion is required to meet minimum space requirements for firefighting apparatus, provide an adequate number of offices and bunk rooms and sufficient storage, parking and drill training spaces.

This project resumes the planning/conceptual design process for a new fire station facility that will adequately meet the community’s current need for well-prepared, safe, and timely emergency response. It (1) updates the needs assessment to reflect current departmental conditions and needs for a stand-alone Fire Station facility; (2) conducts site feasibility analysis, including the potential to incorporate the former Police Station property into a design at the current site, either through expansion or rebuilding; and (3) conceptual designs and cost estimates.

Plans & Progress: This project can progress in phases. Phase 1 is pre-development and design work.

Total Project Cost: \$21,000,000

Phase 1, Design: \$ 1,500,000

Construction: \$19,500,000



Two examples illustrating the department’s need for additional space: parking area in the equipment bay does not meet minimum space requirements for firefighting apparatus and insufficient storage capacity.



Fire Department Fleet Management

Project Description & Benefit: To meet the community’s fire protection needs and Insurance Services Office (ISO) requirements, Homer requires two Tankers for off-hydrant operations, two front-line Fire Engines and one Reserve Fire Engine. National Fire Protection Agency codes recommend maintaining apparatus with the latest safety features and operating capabilities to maximize firefighting capabilities while minimizing the risk of injuries. Apparatus in first-line service should not be more than 15 years old; apparatus should then be used in a reserve status for an additional ten years and decommissioned once it is 25-years old.

While the City has made great strides to update its aged fleet of aged-out apparatus and specialized vehicles, two pieces of equipment critical to safe and effective fire response. two priority pieces of equipment are 15 years to over 30 years old and at the end of their functional life. The Department has developed a strategic, cost saving approach to meeting Homer’s fire protection needs with the following top-prioritized replacements:

Quick Attack Brush Truck. In 2022, after 33 years of service, HVFD’s single front-line wildland firefighting apparatus (a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit) was decommissioned. The entire City of Homer is in the Wildland-Urban Interface (with the exception of most of the Spit) and at significant risk from wildfire. Without this quick response vehicle, we run the risk of wildland incidents becoming larger and consuming more vegetation and or risk to adjacent structures in the Wildland/Urban Interface setting.

Engine-4, at over 40-years old, is not NFPA compliant and was taken out of service due to safety concerns and the inability to gauge the status of the pump. With open cab jump seats, it lacked modern safety features that endangered the safety of our first responders. The company that tested the pump is unable to perform the test because the original manufacturer placards are no longer with the engine. Functional capabilities and safety features of fire apparatus has greatly improved in the last forty years, including fully enclosed cabs, modern seat belt configurations, improved roll-over stability and braking systems.

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. A used ladder truck was purchased in 2023; a quick attack brush truck and replacing Engine 4 are the next two highest priorities.

Total Project Cost: \$1,555,000

Quint/Ladder Truck: \$230,000 (complete)
 Quick Attack/Brush Truck: \$630,000
 Engine 4 Replacement: \$925,00

Funding Secured	Prior to July '23	FY24/25
Ladder Truck		
COH Fleet CARMA	\$ 230,000	-

Schedule: 2025-2026

Priority Level: 1



HVFD’s Brush-1 was a converted 1990 Ford truck which is NFPA non-compliant, has aged out of its functional life by 17 years and has been decommissioned.

FY 2026 - DRAFT Document



Public Works Projects

- Beluga Sewage Lift Station..... 34
- Comprehensive Drainage Management Plan..... 35
- Engineering Study for Homer Public Library Remodel 36
- Heath Street Rehabilitation 37
- HERC Hazardous Material Cleanup
& Revitalization Plan 38
- Homer Airport Terminal Improvements 39
- ~~Homer All Ages & Abilities Pedestrian Pathway 40~~
- Homer Public Library Siding Replacement 41
- Homer Public Library Sliding Security Gate 42
- Homer Waste Water Treatment Plant Improvements.. 43
- ~~Roger's Loop Trailhead Parking Lot..... 44~~
- ~~Svedlund/Herndon Street Sidewalks 45~~
- Water Storage/Distribution Improvements..... 46
- Wayfinding & Streetscape Plan Implementation 47

FY 2026 - DRAFT Document



Beluga Sewage Lift Station

This project moved to Funding Completed section in Introduction

Project Description and Benefit: This project replaces aging sewer collection components. A dependable sewage collection and treatment system ensures public safety and environmental stewardship, and contributes to Homer’s growth and economic vitality.

The Beluga Sewer Lift Station consists of a concrete control vault and an 8’ diameter concrete wet well. All the waste water from the Homer Spit, as well as many residential and commercial neighborhoods, flows into the wet well on its way to the Waste Water Treatment Plant. The septic waste water contains hydrogen sulfide gas, which biochemically oxidizes in the presence of moisture and bacteria, producing sulfuric acid. The acid eats concrete and metal, damaging the piping, mechanical controls and concrete structure itself. A breach of the concrete structure would cause raw, septic sewage to flow into the groundwater and Beluga Slough, part of Kachemak Bay’s Critical Habitat and home to nesting sand hill cranes, marine shorebirds, among other wildlife. Failure of the mechanical equipment could cause the pumps to fail sewage to back up into commercial and residential buildings and the wet well to overflow, creating both a health hazard to community members and an ecological disaster.

The need to renovate this critical infrastructure was first identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan. The City invested in the development of a conceptual engineering design, which has been completed. The Conceptual Engineering Report evaluated various options for renovating the lift station and developed a cost effective solution, which includes:

- Installing a fiberglass wet well into the existing concrete structure
- Replacing the valves and piping with stainless steel or plastic components;
- Installing more energy efficient and durable pumps; and
- Upgrading the instrumentation and control systems.

Plans & Progress: Conceptual project design was completed in 2020, funded by the City’s Capital Asset Repair and Maintenance Account. The City proceeded to Final Design in FY24 and plans to complete improvements by 2025.

Total Project Cost: \$2,937,353

Engineering Concept Design: \$ 18,023 (complete)
 Final Design: \$ 100,000 (funded)
 Construction: \$ 400,000

Schedule: 2024-2025

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Conceptual Design	\$ 18,023	-
Final Design		



The Beluga Lift Station is located on a causeway that crosses Beluga Slough, pictured above, a tidal estuary wetland about 0.6 miles long.

FY 2026 - DRAFT Document



Comprehensive Drainage Management Plan

This is a draft project description; project still being developed by Public Works Director.

Project Description and Benefit: Homer's Drainage Management Plan, developed in the early 1980s, includes design criteria and methods for a standardized approach to the construction of drainage facilities based on basin runoff flows. The Plan recommended the use of "natural drainage ways and pre-existing manmade drainage ditches as the most cost-effective way to develop the complete drainage system."

Currently, the City maintains only three miles of storm sewer and associated catch basins that outflow into Kachemak Bay. Otherwise, Homer's stormwater is largely channeled and drained through an open ditch system. Homer's Design Criteria Manual for subdivisions does not currently address on-site stormwater management, with individual developers addressing stormwater on large parcel developments on a case-by-case basis.

Conditions have changed since the early 1980s. Development in Homer has greatly expanded, and with it the size and demand on Homer's drainage system. Stormwater management strategies and tools have also advanced considerably since Homer's plan was developed. They now include a wide variety of gray and green infrastructure technologies, low impact development and behavioral practices, as well as innovative policy strategies (such as drainage districts) that, together, can improve the quality and reduce the velocity and quantity of runoff discharging onto downstream properties or directly to receiving waters.

This project develops a comprehensive regulatory, administrative and operational framework to guide Drainage Management in Homer with the goals of protecting our environment; reducing flooding to protect people and property; reducing demand on public stormwater drainage systems and supporting healthy watersheds. It will:

- Consider and recommend storm water management systems and best management practices including specifications for collection, storage, conveyance and treatment structures;
- Incorporate low impact development and green infrastructure management practices to treat or reduce storm water discharges and urban non-point source runoff to area streams and the critical wildlife habitat of Kachemak Bay
- Include public participation and involvement in policy development to better manage runoff and protect downstream properties from the impacts of runoff, pollution prevention and property development best practices.

Plans & Progress: . TBD

Total Project Cost: TBD



Goals of the Drainage Management Plan would be protecting the environment; reducing flooding; reducing demand on public stormwater drainage systems; and supporting healthy watersheds. (Photo courtesy of Wisconsin Department of Natural Resources.)



Engineering Study for Homer Public Library Remodel

Project Description and Benefit: Homer Public Library has expanded steadily in line with population growth in the area, from a 600 square foot cabin in the 1950s to a 3,500 square foot building in the 1980s to the current 17,000 square foot facility, which opened in 2006. In the 2018 Homer Comprehensive Plan, staff noted that the new building was projected to meet the community's needs for 20 years, and those projections have proven reasonably accurate. As of 2024, the building has not yet exceeded capacity, but the area population is growing rapidly and utilization of public spaces like the library are rebounding from the Covid-19 pandemic shut downs.

Staff have identified several needs, based on operational impact and competition among patrons for limited resources. Operationally, the library needs increased storage space and office/workspace. Based on use, public use spaces to be considered in the remodel include:

- A larger meeting room. The current meeting room is 19' x 15'6". The multipurpose space should be at least twice as large. This was identified as a long-term priority in the Library's 2019 Strategic Plan.
- An increased number of study rooms was also identified as a long-term priority in the library's 2019 Strategic Plan.
- A dedicated teen room
- An outdoor covered space, suitable for public programs even in marginal weather. The Friends of Homer Library and some community members have discussed this in conjunction with improvements to the western lot, but it was not considered a high priority for that project. Accessibility improvements, such as signage and bathrooms that are easier to use.

Additionally, accessibility improvements to the public restrooms and signage are needed.

Plans & Progress: Staff has identified specific needs, and some high priority components of the remodel have been prioritized in the Library's 2019 strategic plan, but no design work or planning has been done. Funding is requested for an engineering study to conduct a needs assessment and provide a detailed space analysis, cost estimate, concept design options and, public outreach. The study will provide the basis for determining feasibility of various projects, which could be combined or treated separately.

Total Project Cost: \$75,000

Schedule: 2025

Priority Level: 1



Library usage has increased substantially over the past seventeen years, and with it, the need to remodel to expand both public use and operational spaces within the building.



Heath Street Rehabilitation

FY 2026 - DRAFT Document

Project Description & Benefit: This project rehabilitates Heath Street, a collector street in Homer that runs north-south from Pioneer Avenue to the Sterling Highway. Heath Street provides critical access for Homer’s public safety responders: Homer Volunteer Fire Department at the top of Heath Street on Pioneer Avenue, Homer Police Department further south on Heath Street and Homer Public Works Department at the bottom of Heath Street on the Sterling Highway. Other major destinations on Heath Street include a US Post Office, the University of Alaska’s Kenai Peninsula College, a 55,000 square foot commercial building, financial institutions and the Homer Public Library.

Heath Street is a paved road that is showing signs of failing. The vehicle wheel tracks are depressed, almost like ruts in the asphalt. Public Works believe this is being caused by a failing storm drain system and inadequate drainage that is allowing water to infiltrate the road bed causing soft spots. The condition is getting worse with each freeze-thaw cycle.

Rehabilitation work should include improvements to the curb, gutter and sidewalk, including proper curb cuts to make the sidewalk and street crossings accessible.

Plans & Progress: The City has invested in a storm drain condition survey and extensive value engineering in the final design to make the project affordable .-

Estimated Project Cost: \$953,339

Schedule: 2025

Priority Level: 2

Funding Secured	Prior to July '23	FY24/25
Storm Drain Condition Survey	\$ 30,136.55	-



Photo showing the beginning of soft spots mid-way down Heath Street.



HERC Hazardous Material Cleanup and Revitalization Plan

Project Description and Benefit: This project initiates cleanup on a 4.3-acre Brownfield site located in the heart of Homer’s commercial district at the corner of the Sterling Highway and Pioneer Avenue and helps create an economically viable reuse plan that will contribute to Homer’s overall quality of life and the economic development of Homer’s central business district.

The Homer Education and Recreation Complex, or HERC property, houses two former school buildings (built in 1956) that were originally owned by the Kenai Peninsula Borough but were conveyed to City of Homer ownership in 1998 to allow public use of the gym and associated restroom. Over the years a variety of structural and feasibility analyses have been performed at the HERC (a) when the building was called upon to house a new activity, and (b) to assist the City and community in understanding how to more fully and cost effectively utilize the building. However, contamination in the two buildings (asbestos, PCBs, mercury and lead-containing materials) requiring controlled removal and disposal has thwarted all efforts. The buildings are in a state of disrepair; it is only a matter of a few years before they can no longer be utilized for recreation or for City maintenance and the community recreation staff currently housed in the buildings.

Plans & Progress: In spring 2023, the City contracted with Hazardous Building Materials Consulting, LLC to carry out a limited Hazardous Materials Assessment of HERC 1 (the larger of the two buildings) and a comprehensive assessment of HERC 2 (the smaller of the two buildings) at an investment of \$58,349. The results reveal that both buildings contain hazardous materials, as expected due to their age and the prevailing construction materials utilized in the 1950s. Examples include lead paint, asbestos, and materials like paint and varnish that harbor PCBs. These test results hold significant implications for these buildings’ demolition (or renovation).

The project will progress in phases; the first is procuring professional services to make a cleanup plan followed by property cleanup activities. **In FY25, the Alaska Department of Environmental Conservation will be providing Brownfields Assessment and Cleanup services including additional hazardous materials testing and an Analysis of Brownfields Cleanup Alternatives (ABCA) that summarizes information about the site, cleanup standards, applicable laws, cleanup options and alternatives considered.** A clean up plan will be adopted, followed by revitalization planning.

Project Cost: Project clean up cost to be determined after the ABCA report.



One of the two buildings on the HERC site containing hazardous materials..

Funding Secured	Prior to July '23	FY24/25
HERC 2 Clean Up		
General Fund CARMA	\$153,000	

FY 2026 - DRAFT Document



Homer Airport Terminal Improvements

FY 2026 - DRAFT Document

Project Description and Benefit: The Homer Airport Terminal, built in 1994, suffers from obsolescence and deferred maintenance of its major systems such as the antiquated fire system, obsolete air handling system and failing exterior doors. While the interior lobby space offers an attractive welcome, some of the public features do not comply with the ADA, including the restrooms. The interior also needs renovation and refreshing to improve the desirability and function. The exterior is showing its age – peeling paint is allowing the weather to penetrate the building’s protective siding. Broken and uneven sidewalks compromise ADA accessibility to the building, as does poorly delineated ADA accessible parking.

This project will complete repairs and renovations needed for ADA-compliance, energy efficiency, security and resilience. Improvements will benefit the Homer Airport, a regional Airport that provides access to the intrastate air transportation system for all of the Southern Kenai Peninsula and Kachemak Bay region and supports light plane service to several small communities on the south shore of Kachemak Bay which otherwise are only accessed by boat. Aviation plays a critical role in the everyday life of rural Alaska towns; our economy, citizens, businesses, industries, and government agencies depend on aviation, often as a primary mode of transportation for travel, medical services, shipment of goods, and tourism. At times when highways are shut down, the airport facility is a lifeline. Addition of an emergency backup power generator will keep the terminal operational in times of emergency and power outages.

The project additionally benefits visitors. The City has developed a cohesive, City-wide plan for consistent and attractive wayfinding. Directional and informational signs at Homer’s gateways are the highest priority in Homer’s Wayfinding Plan. This project implements wayfinding designed for the Airport Terminal to help people get where they want to go and improve the visitor experience.

The AK Department of Transportation and Public Facilities owns the airport and leases space upon which the Homer Airport Terminal sits to the City of Homer. The City is responsible for building maintenance, repair and renovations. The Terminal is a joint use passenger/cargo terminal comprised of a 8,673 SF, single-story building, including 1,200 SF of cargo terminal. The functional areas in the building include departure lounge/security, lobby/waiting area, airline space, baggage claim/bag car unloading, concessions, circulation, and administration/mechanical.

Plans & Progress: The City’s FY24-25 capital budget allocates funds for the two highest priority projects for customer safety and accessibility: constructing an ADA family restroom in the terminal and repairing uneven sidewalk segments.

- Total Project Cost:** \$1,402,570
- Interior Renovations \$378,000
 - ADA restroom and other ADA compliance issues
 - Furniture upgrade for ADA compliance
- Fire/Life Safety Systems \$159,156
 - Replace HVAC and fire alarm systems
 - Replace automatic entry doors for security/energy efficiency
- Exterior Renovations \$659,812
 - Provide ADA-compliant parking and access
 - EV Charging Station
 - Paint exterior siding
 - Install wayfinding signage/kiosk
- Resilience Measures: \$205,602
 - Install backup generator for emergency power
 - Solar installation -



Funding Secured	Prior to July '23	FY24/25
ADA Restroom		-
COH Design Gen CARMA	\$ 14,400	
COH Construct Gen CARMA	-	\$ 50,000

Schedule: 2024

Priority Level: 1



Homer All Ages & Abilities Pedestrian Path

This project moved to Funding Completed section in Introduction

Project Description and Benefit: This project combines two high priority sidewalk projects to significantly improve pedestrian access to everyday destinations, key facilities and recreational opportunities. HAPP fills major gaps in Homer’s non-motorized pathways to provide equitable, safe and low-stress pedestrian facilities connecting neighborhoods, Coast Guard housing and the Senior Center to service providers, businesses and schools. Local residents will have a safe, year-round, accessible route for daily activities; wayfinding signs and online tools will complement the project by identifying and easily sharing the route with visitors. The Independent Living Center is currently developing “Accessible Homer” and a “Blue Path” online map that identifies ADA accessible routes, businesses, service providers, and recreational opportunities within Homer. Together these efforts will increase tourism access to and economic benefits to the Central Business District. Major destinations along the HAPP include: the Public Library, markets, pharmacy, Post Office, banks, recreation areas. Improvements installed to the north and east of the Senior Center will provide a safe and accessible route to the hospital and medical district.

HAPP is two interconnected loops. The north loop connects the Senior Center on Svedlund Street south to Pioneer Avenue, and west to Main Street along Herndon and Lee Streets. The south loop intersects the north loop at Svedlund and Pioneer Avenue where an enhanced crosswalk is needed. South of Pioneer Avenue, the south loop continues on City-maintained Poopdeck Trail, connects to sidewalk on Hazel Avenue and then south to the Sterling Highway, where a highly visible pedestrian crosswalk is needed. The route then joins an existing trail from the Islands and Oceans Visitor Center, south to Old Town. From Old Town the route turns north on Main Street continuing uphill to Lee Street.

Much of the route is already constructed. The scope of this project completes and connects the two HAPP loops by constructing sidewalk on Svedlund Street from Pioneer Avenue to the Senior Center and from Herndon Street to Lee Drive to Main Street and on the State-owned portion of Main Street south from the Sterling Highway to Ohlson Lane. Right of way is secured and an environmental checklist review shows no concerns. Where the HAPP crosses Pioneer Avenue and the Sterling Highway, both arterial roads, crosswalk improvements (such as Rectangular Rapid Flashing Beacons, high-visibility pavement markings and/or curb extensions) are essential for pedestrian safety.

Plans & Progress: The City’s recent investment of \$1.4M to construct a sidewalk on Main Street from Pioneer Avenue north completed one major missing portion of the HAPP. Private sector support included sidewalk construction by the Aspen Hotel in 2019, connecting to the Sterling Highway and to the Island and Ocean Visitor Center sidewalk and public trails. The City has funding to provide wayfinding improvements at several locations along the HAPP and allocated funds to design the Svedlund/Herndon sidewalk segments. The project is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding.



HAPP completes important sidewalk connections and installs high visibility crosswalks to improve non-motorized transportation and safety.

Total Project Cost:	\$4,200,000
Environmental Review & Design:	\$ 200,000
Construction:	\$ 4,000,000
Total TAP funds requested	\$ 3,778,740
City match:	\$ 421,260

Schedule: 2025

Priority Level: 1



Homer Public Library Siding Replacement

Project Description and Benefit: The Homer Public Library building opened in September 2006. The concrete siding was relatively new technology at the time, and while it has lasted 17 years, it is now cracked and falling off the building. The City's Building Maintenance division has worked hard to patch and replace missing pieces, but the worsening problem is both an eyesore and a potential path for moisture to enter the building.

The siding covers all four sides of the building, but the damage is worst on the south side, where the wall curves outward and the siding is under tension.

Plans & Progress: Building Maintenance has contacted several vendors for cost estimates and are still awaiting response. The costs below are a best guess, based on experience and the area of the building's façade. Professionals could fully replace the siding in a week or two, weather permitting. If funding and a contract is secured, the project could be done in summer 2024 to protect the facility from water infiltration and damage.

Total Project Cost: \$500,000

Schedule: 2026

Priority Level: 1



Examples of damaged and broken siding on the library's south-facing wall (at left) and above the library's back door (at top).

FY 2026 - DRAFT Document



Homer Public Library Sliding Security Gate

Project Description and Benefit: The Homer Public Library building was originally intended to have a sliding gate between the meeting room and the main floor. When community meetings occurred after closing hours, library staff could close off the rest of the building while still allowing public access to the meeting room and restrooms. Staff would also lock the front entrance, and the meeting organizer would be responsible for admitting people to the meeting and ensuring that the front door latched upon departure. The Port and Harbor Office has a very similar setup, with an externally-accessible meeting space and a gate separating it from the rest of the office.

For cost reasons, the library gate was never installed. This means that staff must work overtime to supervise any community events held outside of regular hours, which in turn means that community groups must pay \$50/hour to rent the room. This fee discourages the public from using a resource that was designed for them. The room is in constant demand during open hours, and extending its use into the evening would enhance the value of the resource for the community. It would also expand the range of community groups that could use it, since adults in particular prefer to meet after working hours. The gate was listed as a long-term priority in the library's 2019 Strategic Plan.

Installing a gate should be relatively easy, since the building was designed for it and a structural frame is already in place. The corridor is 127 inches wide and 189 inches tall (to the drop ceiling) with a utility space 22" tall above the ceiling, which puts it in the same class as security screens for commercial retail outlets. Given that it is the main egress from the building, it would need to be powered and include an emergency opening switch on the inside.

Plans & Progress: In November 2021, the library director assembled a list of manufacturers and spoke with several of them on the phone about the feasibility of the project. The rough cost estimates varied a great deal, but the consensus was that phase one is an engineering analysis of the space followed by procurement and installation.

Total Project Cost: \$75,000

Schedule: 2026

Priority Level: 2

This project will likely move to the Funding Completed list in the Introductory Section of the CIP if project bids come in under the FY25 Capital Budget Amendment in the amount of \$30,000 for the gate.



Structural frame for a security gate that was built in to the Library's entry hall.



Homer Waste Water Treatment Plant Improvements

Project Description and Benefit: The two clarifier tanks at the WWTP each contain about 94,000 gallons of waste water and operate clarifying equipment to remove solids from the waste stream in order to meet permit regulations and protect the clean waters of Kachemak Bay. The clarifiers and all associated equipment were originally installed in 1990 and are subject to corrosion.

Despite regular maintenance, in 2022 a clarifying belt unit failed in one of the tanks. In an emergency fix, the maintenance crew noted excessive wear on the rollers, links and support pin for the flights of belts in both tanks, prompting an emergency replacement.

This project seeks to protect the treatment units and mitigate corrosion in the future by removing the existing coating in the clarifiers and digesters in the Waste Water Treatment plant and applying a new coating consistent with industry standards as corrosion protection for the concrete tanks and vats. It also improves reliability by replacing other electrical controls at the Waste Water Treatment plant exposed to corrosion showing excessive wear. It also rebuilds the electrical components of the effluent box at the sewage lagoon.

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds. One component of the improvements, the Waste Water Treatment Plant generator transfer switch was replaced in 2024 for \$38,000.

Total Project Cost:	\$707,245
Clarifier Coating Replacement	\$369,439
Digester Coating Replacement	\$231,806
Electrical Component Replacements	\$103,000

Schedule: 2025-26

Priority Level: 1



City of Homer Waste Water Treatment Plant staff checking a membrane tray for leaks

FY 2026 - DRAFT Document



Svedlund and Herndon Street Sidewalks

This project moved to Funding Completed section in Introduction

Project Description and Benefit: This project constructs an ADA-compliant sidewalk connecting the Senior Center to Pioneer Avenue via Svedlund Street and to Main Street via Herndon Street, which are currently lacking sidewalk facilities. The Senior Center, an Assisted Living center and two independent senior housing developments are located on Svedlund and Herndon Streets, just one block from Pioneer Avenue, the Independent Living Center and everyday services provided by Homer’s central business district and a few blocks to Main Street and several medical providers. The construction of a safe, accessible route for residents to travel to Homer’s Central Business District and Medical District is a relatively small project with great impact.

Seniors and disabled citizens face challenges with regard to mobility and independence in an automobile oriented society. For those who do not drive, maintaining a high quality of life depends upon the proximity and accessibility of the non-motorized transportation system. Being able to move about the community without having to rely on others is vital for maintaining physical and emotional wellbeing, reduces the risk of isolation and quality of life improves.

Plans & Progress: The project (as part of the Homer All Ages and Abilities Pedestrian Path) is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding. If unsuccessful, the City can begin design work for sidewalk facilities (including curb and gutter) for the west side of Svedlund to Pioneer Avenue and on Herndon Street to Lee Street with funds allocated in the City’s FY24/25 Capital budget.

Total Project Cost: \$1,600,000

Phase 1: Design \$ 75,000 (secured)
Phase 2: Construction \$1,525,000

Schedule: 2024

Priority Level: 1



The sidewalk that might connect Homer Senior Center and independent senior housing to Pioneer Avenue ends after only a few steps north on Svedlund Street. Herndon Street, pictured above also has no sidewalk.

FY 2026 - DRAFT Document

Funding Secured	Prior to July '23	FY24/25
-----------------	-------------------	---------



Water Storage/Distribution Improvements, Phase 3

Project Description & Benefit: This project replaces aging water storage/distribution system components and makes other system improvements to increase water storage capabilities and drinking water quality, improve water system distribution and water transmission effectiveness and safeguard public health. A dependable water system ensures public safety and contributes to Homer's growth and economic vitality.

The project also builds drinking water resilience. The storage tank on the water supply system's west trunk will alleviate a drinking water storage deficiency. Current storage capacity gives Homer only a two-day supply of stored drinking water, creating vulnerability to critical water shortages. A 500-foot trunk line from the new tank will provide domestic water and firefighting capabilities to an unserved area in the city, and the pressure-reducing vault on this line will add system resiliency. The pressure-reducing vault will interconnect the two lines, allowing either trunk to distribute water to the other in the event one is damaged or out-of-service.

First identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan, these critical infrastructure improvements have been designed and partially completed:

- Phase 1: was completed in 2016. 2,600 linear feet of 10" and 12" water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12" water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- Phase 2: consists of installing water transmission main in support of a future new water storage tank, rehabilitation of the existing A-Frame existing storage tank, and demolition of the A-Frame pressure reducing vault (PRV).
- Phase 3: consists of the construction of a new 0.75 million gallon water storage tank on the east side and a 0.25 million gallon tank on the west side to provide increased capacity for domestic use, fire flow and future micro hydro power generation, modifying/replacing three PRV stations and the installation of micro-hydro turbines that can efficiently produce power back onto the grid, reducing the City's electricity costs and creating green power.

Plans & Progress: Project design was completed in 2014 utilizing \$485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and \$399,214 (45%) in matching funds from the City. Phase 1 construction was completed in 2016 utilizing \$1,980,254 in FY16 State of Alaska Municipal Matching Grant program funds, \$848,680 City of Homer funds and benefitted property owner's assessments. Phase 2 construction work should be completed in 2024 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

Phase 3 construction can be completed after phase 2 is finished and funding has been identified.

Total Project Cost: \$10,438,214

2014 (Design, Completed): \$884,214

2016 Phase 1 Construction(Funded, Completed):\$1,980,000

2024-2025 Phase 2 Construction: \$1,600,000

2026 Phase 3 Construction: \$5,974,000

Priority Level: 1

FY 2026 - DRAFT Document



Wayfinding & Streetscape Plan Implementation

Project Description and Benefit: Homer lacks coherent wayfinding for visitors and residents alike to find destinations by vehicle or on foot. The City hired Corvus Design to create a wayfinding plan for the City in 2021, which was adopted in 2022. Recommended improvements include working with the Alaska Department of Transportation (DOT) to revise many Sterling Highway signs, and install themed signage for drivers and pedestrians so they can easily find destinations. The work also included recommendations on benches, trash cans and landscaping which contribute to the small town character of downtown Homer.

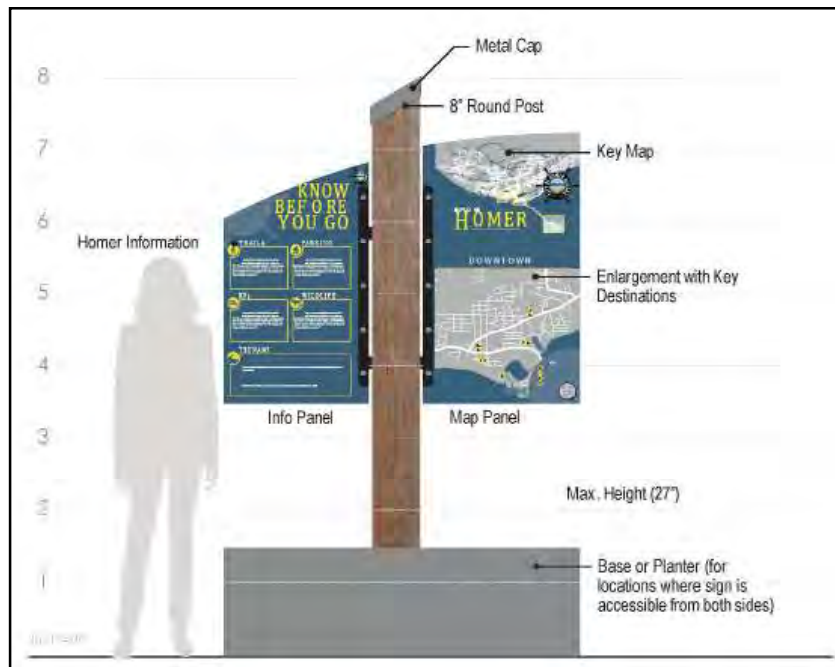
Plans & Progress: The project will proceed in two phases. The goal of the first phase is to install 26 Pioneer Avenue banners, ten wayfinding signs and ten benches. New Pioneer Avenue banners were installed in 2023. Capital funds for wayfinding signs were approved in the City's FY24 capital budget, with the goal to fabricate and install basic bollard style trail marker signs on both ends of five routes. The City will also work with Alaska Department of Transportation (AK DOT) to update road signage during the Sterling Highway the repaving project (likely in FY25/26) and during other future AK DOT road projects in Homer. Goals of phase two is to install 26 wayfinding signs, two gateway signs and an additional ten benches.

Total Project Cost: \$277,500

Phase 1: \$126,500 (\$56,500 secured)
Phase 2: \$151,000

Schedule: Phase 1 2023-2025

Funding Secured	Prior to July '23	FY24/25
Phase 1 Wayfinding Streetscape		
Pioneer Avenue banners	\$ 6,500	-



Schematic design of wayfinding sign.

FY 2026 - DRAFT Document



State Projects

The City of Homer supports the following state projects which, if completed, will bring significant benefits to Homer residents.

Transportation projects within City limits:

- ~~Baycrest Overlook Gateway Improvements, Phase 3 .. 49~~
Proposed to be removed.
- East Hill Road Bike Lane 50
- Kachemak Drive Rehabilitation/Pathway 51
- Main Street Rehabilitation 52
- Main Street Sidewalk: Pioneer Avenue South
To Ohlson Lane 53
- Sterling Highway Milepost 172:
Drainage Improvements 54
- Traffic Control at the Corner of Sterling Highway
and Soudview Avenue 55
- West Hill Road Bike Lane..... 56

FY 2026 - DRAFT Document



Baycrest Overlook Gateway Improvements Phase 3

Project Description & Benefit: When you drive to Homer on the Sterling Highway, it is hard to resist pulling over at the Baycrest Hill Overlook, even if you have been there before. The overlook (constructed in the 1990's by visionaries at Alaska Department of Transportation and Public Facilities during a Sterling Highway reconstruction project) has become the primary entrance to Homer. and creates a powerful first impression. The first experience of that Baycrest view is cited by many residents as the primary reason for deciding to settle in Homer.

Baycrest Overlook is one of three gateways into Homer and is part of Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. This project requests that the State Department of Transportation complete Phase 3 of the Baycrest Overlook Interpretive Plan -- paving the parking lot near the Welcome to Homer sign and upgrading the restroom facility -- as part of the Sterling Highway Reconstruction project Anchor Point to Baycrest Hill.

The City of Homer's ADA Transition Plan identified immediate needs to bring the site into ADA compliance, making the site accommodating for all visitors. The Van Accessible parking space needs clear demarcation with new painted lines and a "Van Accessible" sign. Public restroom improvements include relocating the grab bars to meet all location requirements, specifically addressing objects below the grab bar, and marking the restroom for the visually impaired.

Plans & Progress: The Gateway Project began in 2009 when a collaborative effort (involving the City of Homer, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife Service) created a beautiful diorama in Homer's airport terminal highlighting the wealth of public and private lands available to everyone who comes to Kachemak Bay.

In 2013, the City and State of Alaska DOT continued the focus on Homer's gateway sites by collaboratively producing the Baycrest Overlook Interpretive Plan which outlines three phases for improving the overlook. Many of the goals of the first two phases have been achieved, including making the site more welcoming, orienting visitors to the natural landscape and community, helping encourage commerce and allowing travelers a comfortable place to linger, rest and enjoy the spectacular setting.

To address the immediate accessibility issues, the City of Homer Public Works Department will evaluate the options of scheduling repairs in house as time and budget allow, and preparing cost estimates and requesting funds for a contractor to correct accessibility barriers cited in the ADA Transition plan.

Staff recommend removing this project from the CIP because the site is scenic and inviting to visitors. Replacing the public restroom facility, per a maintenance agreement with the State of Alaska, is a City responsibility. A new CIP project addressing this need should be estimated and proposed. Accessility upgrades to the pavement are a State responsibility. and could be addressed in the State's future Baycrest Hill to end of the Spit pavement project.





East Hill Road Bike Lane

Project Description and Benefit: This project would create a bike lane, in conjunction with an Alaska Department of Transportation project to repave East Hill Road.

The need for a non-motorized transportation element on East Hill Road was identified in the 2021 Updated to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

East Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. The AK Department of Transportation is planning to repave East Hill Road. It should be feasible to add an adjacent bike path to this project.

Plans & Progress: The subject project is conceived as one lane for non-motorized traffic on one side of East Hill Road as far off the traveled way as the existing right of way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

An engineer's conceptual cost estimate of \$2,000,000 for the project has been developed by the City of Homer.



FY 2026 - DRAFT Document



Kachemak Drive Non-Motorized Pathway

Project Description & Benefit: This project constructs a separated non-motorized pathway along Kachemak Drive from East End Road to Ocean Drive. Kachemak Drive, a State-owned/operated road in the City of Homer, is a primary east-west transportation corridor. It is a 35-miles per hour, narrow, winding road with essentially no shoulders, only side-slopes and drainage ditches along most of its length.

The road provides access to a state airport with general aviation businesses, light industrial businesses, private residents and connects the Homer Spit to several marine storage and repair businesses, most notably Northern Enterprises, the largest industrial marine storage, repair and boat launch complex on the southern Kenai Peninsula. As a major truck route and commuter route for residents in Kachemak City and other communities further out East End Road, traffic is often heavy, with over 1,500 vehicles daily. Kachemak Drive is also a tsunami evacuation route and is the only alternate route connecting Homer to East End Road should emergencies close the primary west to east Pioneer Avenue route.

Kachemak Drive is also heavily used by pedestrians and cyclists. Bicycle traffic has increased over the years due to the advent of wide-tire winter bicycles and Homer's increasing popularity as a bicycle-friendly town. Recreational and commuter bicyclists and pedestrians use Kachemak Drive to connect to non-motorized paths along the Homer Spit, Ocean Drive, and East End Road. However Kachemak Drive is inherently unsafe for non-motorized users due to narrow lane width, the lack of shoulders, traffic levels and design speed. Cyclists are forced to the left of the fog line. Motorists typically slow down behind bicyclists, wait until there is no oncoming traffic, then pass by crossing the center line. This condition is dangerous to motorists and cyclists, especially on curves and the hill leading up from the base of the Spit to the airport, where visibility is low -- creating the perfect storm for conflict between motorized and non-motorized users at best, and injury or fatalities at worst.

The benefit of constructing a two-lane, unpaved separated path that runs parallel to Kachemak Drive is two-fold. Foremost, it will significantly improve safety for non-motorized users, provide greater accessibility and pedestrian path connectivity, as well as a higher quality of life for residents and visitors alike. The project, if coupled with the Green Infrastructure Erosion Mitigation project will aid in road longevity by mitigating significant frost heaving caused by ground water.

Plans & Progress: The City has long identified this route as a high priority safety issue. In 2012, the City invested \$20,000 to develop a conceptual design for the first half-mile of a Kachemak Drive Path, from the intersection of Kachemak Drive and Ocean Drive to a parking area at the crest of a hill on Kachemak Drive. This work resulted in a recommended trail cross-section for an 8-foot wide path to be built on the south side of Kachemak Drive.

When Alaska DOT&PF began scoping a "1R" road project for Kachemak Drive, Homer City Council passed Resolution 21-065 requesting that DOT include accommodations for non-motorized users in the 1R project plan and evaluate a future project to create safe and sustainable pedestrian amenities along Kachemak Drive. The AK DOT&PF Preconstruction Manual states, "Expect bicycle traffic along most roads and streets. Where bicyclists are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians."

The City proposes to partner with the State to accomplish this goal.

Estimated Project Cost: \$2,000,000



Bicyclists riding in the right-of-way after turning onto Kachemak Drive from the Homer Spit bicycle path..



Main Street Rehabilitation

This project has been edited to remove sidewalk facilities since these are to be completed as part of the Homer All Ages & Abilities funded project.

Project Description & Benefit: This project restores the existing State-owned portion of Main Street in Homer, Alaska to a state of good repair and modernizes it with a complete street approach.

The concept of the project is two-fold. It rehabilitates storm drains and pavement on 2,600 linear feet of the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane to improve road surface conditions and reduce maintenance and repair costs over the long term.

Main Street, as the name implies, is a primary north-south corridor running from Bayview Avenue (near South Peninsula Hospital) to Ohlson Lane (near Bishops Beach on Kachemak Bay.) It is a busy mixed-use collector, collecting traffic from adjacent neighborhoods and connecting them to Homer's main arterials – Pioneer Avenue and the Sterling Highway, which is part of the state's highway system. The portion of Main Street between Pioneer Avenue and the Sterling Highway is classified as a major collector; the portion south of the Sterling Highway is a minor collector. These sections support both general purpose and residential traffic, as the street is home to many small businesses, single family and multi-family residences, connects to existing trail systems and connects to one of the City's most popular recreation areas, Bishop's Beach.

Main Street road condition has deteriorated over the past several years. The pavement is raveling and the storm drain system needs to be rehabilitated, as it is inadequate and is allowing water to infiltrate the road bed. This adversely impacts the structural integrity of the road, particularly during freeze-thaw cycles. The lower portion particularly, from the Sterling Hwy to Ohlson Lane, is beginning to fail, evidenced by depressed wheel tracks and soft spots in places. The cause of this is a failing storm drain system and inadequate drainage that is allowing water to infiltrate the road bed. The condition is getting worse with each freeze-thaw cycle. suffers from potholes. This area is also prone to pothole development also due to the poor drainage, freeze-thaw cycles and small fissures in the road surface that deteriorate over time and with heavy vehicle traffic.

Plans & Progress: Improvements to Main Street first appeared as a priority State improvement project in the City's Capital Improvement Plan in 2006, 17 years ago. The City has held off doing any technical work because it is a State road. In 2022 and 2023, the City conducted extensive and inclusive public engagement soliciting community input on system-wide transportation planning and prioritization and specifically with residents and business owners in the Old Town area of Homer. The quest for improved road and traffic calming began in 2014, which culminated in improvements such as lower speed limits, speed humps and striped pedestrian crosswalks, though no Main Street roadway rehabilitation was included.



State-owned portion of Main Street in Homer, Alaska.

FY 2026 - DRAFT Document



Main Street Sidewalk: Pioneer Avenue South to Ohlson Lane

This project moved to funding completed section since sidewalks will be completed as part of the Homer All Ages & Abilities Pedestrian Pathway

Project Description & Benefit: This project will provide curb and gutter, sidewalks and storm drainage for the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane.

Homer's Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). As such, it is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to Homer's main thoroughfare – the Sterling Highway, which is part of the state's highway system. It also supports residential traffic as the street is home to many single family residences, some multi-family residences, and leads to trails systems and one of the City's most popular parks.

Despite its proximity to businesses and residential neighborhoods, Main Street has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will enhance the quality of life for residents and visitors alike and provide economic benefits to local businesses and the community as a whole.

Plans & Progress: Main Street is city-owned from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. Further, City Council passed Resolution 06-70 in June 2006 requesting DOT & PF upgrade Main Street with a sidewalk facility.

In 2022, the City of Homer completed a \$1.4M project to install sidewalks on the city-owned portion of Main Street, from Pioneer Avenue North. Over the last several years, State of Alaska DOT & PF obtained \$2.8 million to make safety improvements to Main Street Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They then installed a traffic signal at the Sterling Highway and Main Street intersection. However, this work did not address pedestrian safety improvements on Main Street itself.

The City strongly supports development of a continuous pedestrian facility along the whole of Main Street, leveraging it's funding to help secure State funding for the construction of an ADA accessible sidewalk located within the vehicular right-of-way on the west side of Main Street from Pioneer Avenue to its southern terminus. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

The City needs State partnership in this important nonmotorized transportation improvement.

Estimated Total Project Cost:
\$2,000,000

Cost includes a WAG of \$100,000 for storm drain improvements.



A mother pushes a stroller along Main Street between the Sterling Highway and Bunnell Street, while another pedestrian walks on the other side of the road.

FY 2026 - DRAFT Document



Sterling Highway Milepost 172 Drainage Improvements

Project Description & Benefit: The Baycrest Subdivision neighborhood (downslope from a beehive collector installed at milepost 172 on the Sterling Highway by the Alaska Department of Transportation (ADOT)) is built on sloping terrain of unconsolidated soils containing blue clay with a high water table and incidental springs. Properties in this subdivision experience unusually high levels of flooding, runoff and erosion.

Some Judy Rebecca Court properties in this neighborhood in particular have suffered damage due to water saturation including cracked windows and shifting foundations. The property damage is related to the amount of water in the soil and every effort needs to be extended to control the amount of water introduced into the soil, including water runoff from the Sterling Highway. These homes are located 750 linear feet distant and 125 feet vertical downslope from the beehive collector outfall. While certainly not all the problematic water is coming from the outfall, attention to drainage in the area is important to reduce the potential for slope failure and possible loss of property and life.

Water flow volume measurements from the beehive collector over time indicate that the outfall is directing a concentrated discharge of water onto the Baycrest neighborhood slope, adding to an already precarious water saturated soil condition. The City of Homer requests that ADOT divert the beehive collector outfall off the slope and into a natural drainage similar to the one that exists below the next Sterling Highway concrete encased cross-drain some 80 paces east of the Mt. Augustine Drive intersection with the Sterling Highway.

Keeping water off this slope where possible helps mitigate the potential for catastrophic slope failure; discharging the beehive collector outfall into a naturally occurring drainage mitigates the potential for impacting other area properties with the additional runoff.

Plans & Progress: At the request of affected home owners and Homer City Council members, a local retired geologist studied and provided mitigation recommendations to the City of Homer and ADOT. Additionally, Newton Bingham, a PE with ADOT evaluated the situation in November of 2017. In recognition of the potential hazard to property and life, Homer City Council passed Resolution 17-082 in September 2017 directing the Homer Advisory Planning Commission to consider a Natural Hazards Overlay District or other appropriate zoning regulation on and around Baycrest Subdivision. In line with an Alaska Administrative Order 175 under Order item 1 which states, "To the maximum extent possible consistent with existing law, all state agencies with construction ...shall encourage a broad and united effort to lessen the risk of flood and erosion losses in connection with State lands and installations and state-financed or supported improvements..."; City Council passed Resolution 18-008 in January 2018 requesting ADOT fix Sterling Highway drainage effecting the Baycrest Subdivision.

In February 2018, a group from Homer met with ADOT Deputy Commissioner Amanda Holland and telephonically with Central Region Director Dave Kemp about Homer's request. A February 2019 letter from ADOT refutes that the highway and culvert are altering the drainage pattern as the highway and culvert predates development of the Baycrest Subdivision by twenty years. The letter also states that no engineering analysis would suggest that moving the culvert to a new location would improve conditions in the subdivision.

In 2022, Sterling Highway Reconstruction project managers engaged with the City of Homer Public Works Director about analyzing water flow and drainage related to the project.



Aerial photo of the area downslope of the outfall from a

FY 2026 - DRAFT Document



Traffic Control at the Corner of Sterling Highway and Soundview Avenue

Project Description and Benefit: This project a traffic light at the corner of the Sterling Highway and Soundview Ave in Homer.

The West Homer Elementary Site Council has worked with the school administrators and staff, parents, and the Kenai Peninsula Borough School District to increase the safety and efficiency of the school parking lot, especially during the school pick up and drop off times. The school moved the bus loading and unloading zone to behind the school and implemented a new traffic pattern for students arriving and departing to eliminate hazardous double drop off and pick up lines of years past and improve the efficiency of bus and parent traffic interaction.

The remaining traffic congestion consists of a bottleneck of cars and busses departing the school due to a required left turn on to the Sterling Highway that crosses the busy northbound lane of traffic. An additional hazard is that northbound traffic is going around cars that are backed up in the northbound lane waiting to turn right onto Soundview Avenue and into the school. The cars waiting to turn left onto the highway from Soundview Avenue are proceeding because it appears northbound traffic is stopped and the drivers are unable to see the cars accelerating and going around the traffic jam. Several near-miss accidents have been witnessed at this location.

The intersection at the highway and Soundview currently has infrastructure that supports a flashing yellow light at the intersection. This stretch of road is overdue to be reworked to provide a proper school zone, turn lanes and cross walks for West Homer Elementary (which opened in 1997). However, in these challenging times with our state budget, the simple solution of regulating traffic turning onto the Sterling Highway with a new traffic light using the existing infrastructure would be a small improvement that will have big impact. Replacing the flashing light with a programmable traffic light that controls north and southbound traffic to allow left turns from Soundview Avenue during school year at arrival and dismissal times would support and improve the changes West Homer Elementary has already made, and most importantly help prevent a tragic incident.

Plans & Progress: A request for a traffic study and solution by the West Homer Elementary Site Council, supported by the Principal and Homer City Council was submitted to the State in early 2019. Currently, the Alaska Department of Transportation has infrastructure in place that operates flashing yellow light. A possible solution is for that existing infrastructure to support a programmable traffic light to provide a green arrow for the left hand turn onto the highway during very predictable heavy traffic times. Other school zone improvements could be planned and implemented during the State's plan for Sterling Highway Milepost 169-175 Pavement Preservation Project and Pedestrian Safety Upgrades.



Students attending West Homer Elementary School walk to buses on the first day of school in 2019. A new traffic system, designed to ease congestion on Soundview Avenue and the Sterling Highway has children boarding buses at the bck of the school. (Photo courtesy of Michael Armstrong/Homer News.)

FY 2026 - DRAFT Document



West Hill Road Bike Lane

Project Description and Benefit: This project creates a bike lane on West Hill Road.

West Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. Traffic on West Hill Road is growing as several new residential subdivisions are being developed, compounding the risks.

The subject project is conceived as one lane for non-motorized traffic on both sides of West Hill Road as far off the traveled way as the existing right of way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

Plans & Progress: The need for a non-motorized transportation element on West Hill Road was identified in the 2021 Update to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan. An engineer's conceptual cost estimate of \$2,300,000 for the project has been developed by the City of Homer.



FY 2026 - DRAFT Document



Projects Submitted by Other Organizations

The City of Homer supports the following projects for which local non-profit organizations are seeking funding and recognizes them as being of significant value to the Homer community:

- ~~Homer Hockey Association: (moved to funded projects)~~
~~—Kevin Bell Ice Arena Condenser Project58~~
- **Homer Senior Citizens Inc.:**
Alzheimer’s Unit59
- **Homer Trails Alliance:**
Diamond Creek Recreation Area Trails60
- **Kachemak Nordic Ski Club:**
Rogers Loop Trailhead Storage Shed61
- **Kachemak Shellfish Growers Association:**
FLUPSY & Otter Predation Assistance62
- **Kachemak Ski Club:**
Homer Rope Tow Access & Equipment Upgrades63

FY 2026 - DRAFT Document



Homer Hockey Association Kevin Bell Ice Arena Condenser Project

HHA requested this project be removed as it has largely been

funded; this project moved to Parital Funding Completed section in

Project Description & Benefit: TThe Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation/Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs with a yearly budget of \$300,000 to \$375,000. HHA is seeking financial support to replace the condenser unit. The current cool air condensers have been in use since 2005 when the facility opened, and they need to be replaced and updated. The condenser unit is an essential part of the refrigeration system that cools the refrigerant down, in order to get the temperature reduced to maintain the quality of the ice. The proposed replacement condenser is an evaporative condenser and will be more efficient to operate and maintain.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. HHA has been accomplishing this mission for more almost two decades as one of the few non-profit, volunteer run ice rinks in the United States. Volunteers contribute an estimated 14,000 hours annually, representing a huge commitment of time and effort by our community. Over the years, programs have been expanded to include activities for all: figure skating, hockey at all age and skill levels, broomball, curling, and frequent community and school skating events. KBA is also home ice for the Mariner-High School Co-Op Team with includes players from all the secondary schools on the southern Kenai Peninsula.

The Kevin Bell Arena hosts numerous games, tournaments and events that bring commerce to the City of Homer. This is especially important during the winter when tourism and occupancy rates are low. HHA hosts several separate youth and adult hockey tournaments totaling approximately 150 games each year. In 2022-23 these games brought over 1,740 out of town players to Homer, accompanied by family and fans that contributed to the local economy through lodging, transportation, dining, and merchandise purchases..

Plans and Progress: HThe purchase and replacement of the condenser would enable HHA to remain open. It is imperative that our rink continue to operate for the health and welfare of the diverse community we serve. Covid-19 has taken away so much over the past two years with restricted social interactions and limited activities and exercise that has led to mental and physical health instability in communities everywhere. HHA has done our best to keep the Kevin Bell Arena open as a safe place for kids, families, and community members to come together and exercise their minds and bodies.

We had amazing results from the no cost recreational options we offered to the public and school groups last season. In the winter of 2022-2023, there were approximately 1,135 people who attended the free public skating provided every Sunday afternoon. The Kevin Bell Arena also hosted 17 separate school group events with approximately 435 total students enjoying a one hour no cost skating session. These events helped aid our community's recovery from the lingering social and health impacts of Covid-19.

HHA has an active and committed Board of Directors and membership base. The volunteer hours are leveraged by several successful fundraisers, sponsorships and advertising campaigns, grant awards and donations each year. This covers approximately one half of the annual operating and capital expenses. The remaining expenses are covered by user fees. However, a project as large as replacing the condensers is outside the scope of our annual operating budget.

Total Project Cost: \$140,000



Christmas Eve public skate at Kevin Bell Arena is well attended.



Homer Senior Citizens Inc. Alzheimer's Unit

Project Description & Benefit: Seniors are the fastest growing population for the State of Alaska. Homer is projected as the city in the State which will see the second most significant growth in this demographic. Homer Senior Citizens operates a 40-bed assisted living facility. We have had to relocate four seniors from our community due to Alzheimer's disease in the past four years. Losing one senior a year is unacceptable as it tears away the fabric of our community. Most of our seniors have families remaining in the Homer community.

To maintain the health of a senior, a full continuum of care is required. Maintaining physical, mental, and social capacity supports the dignity of our most vulnerable adults. HSC Alzheimer's Wing has been a strategic priority for the Board of Directors to keep our seniors' home in the community. We will not need a certificate of need for this project.

The Alzheimer's Wing will include fifteen beds and 24/7 care. Additionally, we will include a memory care program to maintain the existing cognitive capacity. Specific features for therapy pool and activities room which will be open to all seniors 55 and older. The activities room will be stage 2 of the project and will incorporate low-impact exercise equipment to maintain senior's physical capacity. This also opens the possibility to contract with South Peninsula Hospital for use of the therapy pool for other age groups benefiting the entire population of Homer.

We will be holding many fundraising events to secure the match for foundation grants. We have identified three foundations which funds for this type of project are acceptable. One of the priorities for scoring of the grants is Capital Improvement Plan designation.

Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once stage 2 has been completed); and fees for contracted space for equipment and pool.

Plans & Progress: HSC has met with Hydro Worx to incorporate the Therapy Pool with the Alzheimer's Unit. Projected 5-year profit will be approximately \$1,508,600. This does not include contractual arrangements with third party vendors.

We have been actively fundraising for the Wing for many years. Fundraising activities include our Annual Alzheimer's Fundraiser at the Second Star Mansion with a live concert by a Chicago Jazz Band led by Tim Fitzgerald. To date we have accumulated a total of \$99,550 in fundraising for this valuable project.

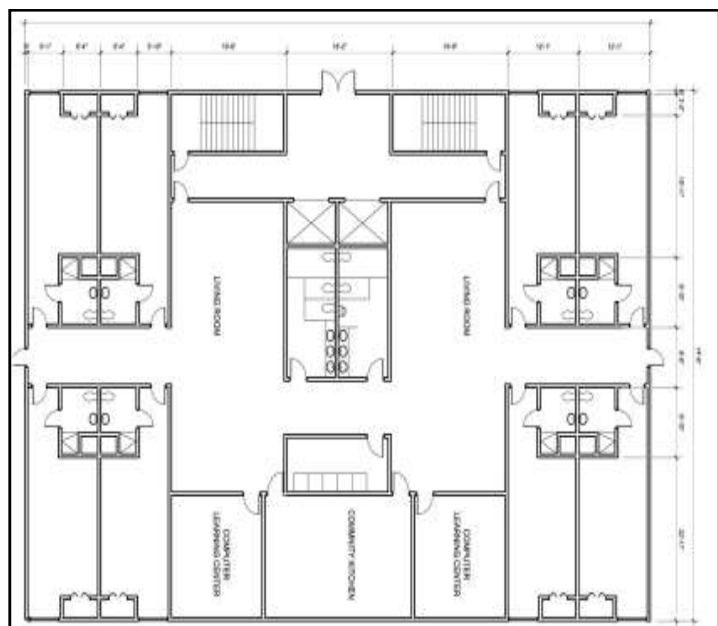
We will be working with the architectural firm to develop a new plan for the wing to be located in The Terrace existing space.

Total Project Cost: \$750,000

FY 2026 - DRAFT Document



Example of a HydroWorx Therapy Pool Room .





Homer Trails Alliance: Diamond Creek Recreation Area Trails

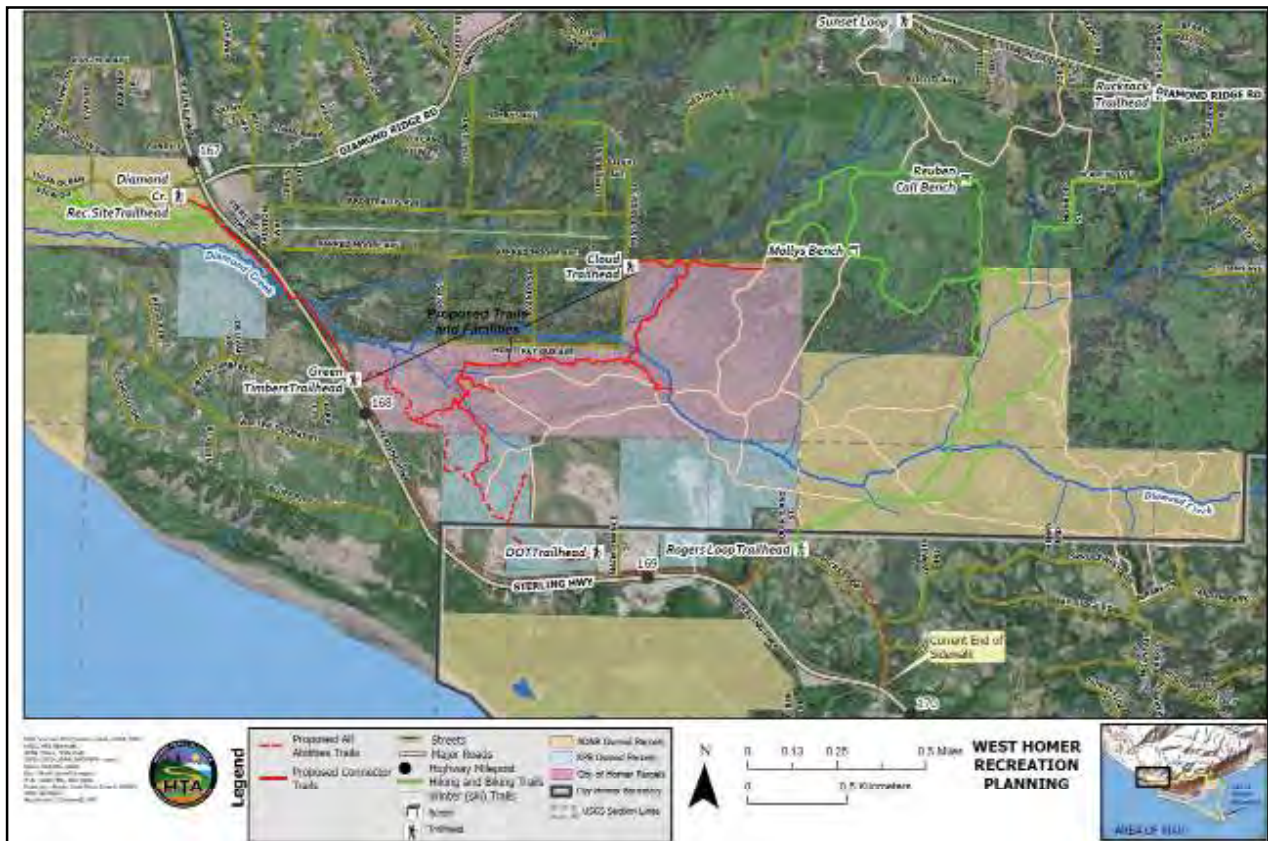
Project Description and Benefit: This project develops summer trails linking the “forested islands” throughout the Diamond Creek Recreation Area (DCRA). These trails are part of the Diamond Creek Recreation Area Resource Management Plan which was prepared by Homer Soil and Water Conservation District and adopted by the City of Homer in 2013.

Recently installed trail counters at the Rogers Loop Trailhead indicate an immense demand for a summer use trail system on the north shore of Kachemak Bay. During peak summer months, 700 hikers per week visit the Baycrest and Homestead trail system via the Rogers Loop Trailhead. During winter months over 1000 skiers and snowshoers per week use this access. The current growth rate of the surrounding residential areas indicates that these numbers are on the rise.

It has been documented that for every \$1 spent on trail development, up to \$3.40 is returned in benefits. In addition to economic benefits, communities with a robust trail network experience higher levels of physical and mental health, lower healthcare costs, and an overall greater sense of community involvement and well-being.

Plans & Progress: Over 4 miles of proposed trail has been mapped including a mile of all abilities trail linking the southwest corner of the DCRA across from Green Timbers Road at MP 167.9 to the Alaska Department of Transportation Trailhead at Milepost 168.9 of the Sterling Highway. As proposed in the 2013 management plan, trailheads have been designed at two locations along the west border of the DCRA.

Total Project Cost: \$200,000



FY 2026 - DRAFT Document



Kachemak Nordic Ski Club: Roger's Loop Trailhead Storage Shed

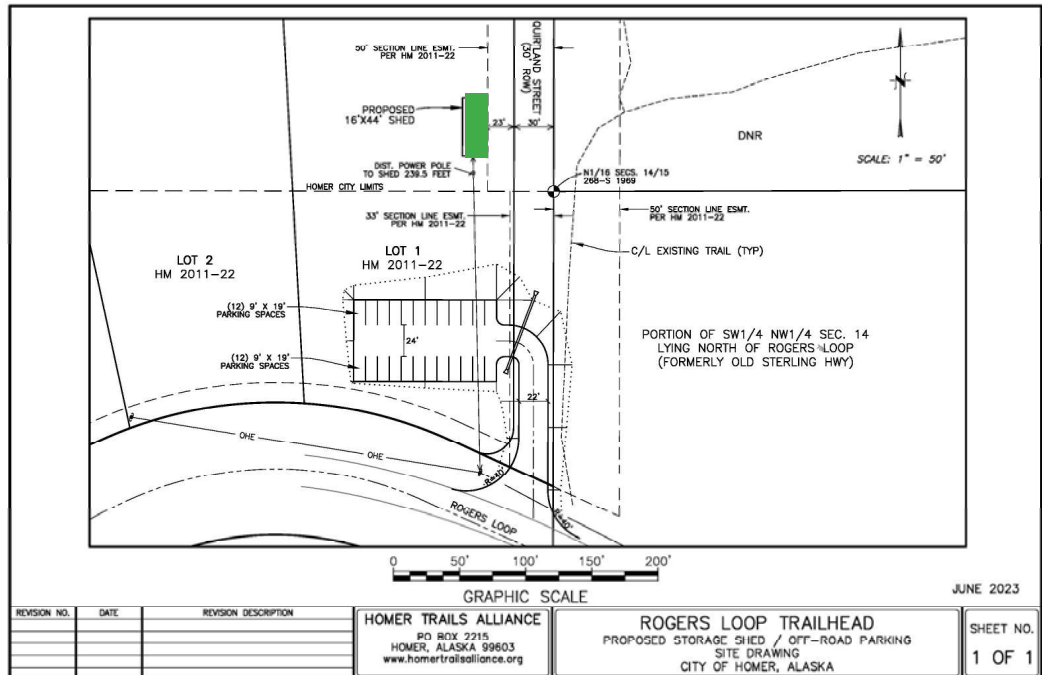
FY 2026 - DRAFT Document

Project Description and Benefit: This project builds 16 foot by 44 foot shed on a City of Homer owned parcel at the Rogers Loop Trailhead to accommodate Kachemak Nordic Ski Club grooming equipment for lower Baycrest ski trails. Currently the equipment is kept outdoors. General maintenance and machine repairs must occur outside, or the equipment is trailered to a suitable indoor location. This shortens the working lifespan of the equipment, as storage outside does not allow the snow and ice buildup within the machine to melt in-between uses. Sometimes, trails cannot be groomed because of maintenance needs or frozen equipment issues. The proposed building will alleviate these concerns by providing a heated, indoor space that is accessed from public property. This will allow for quicker repairs, longer lifespan of the equipment, and a secure place to house tools and machine parts.

The community of Homer will benefit by having a better skiing experience on trails that are consistently maintained. It is a cost savings to the community in that KNSC will not have to raise membership fees to cover the cost of the additional maintenance and shortened lifespan of this equipment that is kept outdoors. It is also a volunteer cost benefit in that it makes it easier to be a KNSC volunteer when they have working equipment. Well maintained equipment means better grooming which means a better ski experience for all users.

Plans & Progress: A site plan, shed design, HEA requirements for power hookup and securing the services of a contractor are complete. Kachemak Nordic Ski Club finalized a Recreational Use Agreement with the City of Homer to build and operate the storage shed. Funds are being sought to help offset the cost to extend electrical power to the shed.

Total Project Cost: \$72,000



Proposed location of the storage shed shown in green.



Kachemak Shellfish Mariculture Association FLUPSY & Otter Predation Assistance

Project Description and Benefit: Since 1994 Kachemak Mariculture Association (KSMA), a 501c5 organization, has steadfastly upheld its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its close partnership and rental lease with the Kachemak Shellfish Growers' Coop (KSGC), local aquatic farms are providing jobs for processing, marketing, and shipping live oysters for the half-shell market, and retail sales from KSMA's processing facility. This lease to the Coop also includes a portion of the facility to grow out oyster larvae which has been successfully grown and sold to member farms and farms outside of Kachemak Bay for the last ten years.

To date the small hatchery continues to set millions of seed every year. Once the seed is large enough, the "spat" can then be transplanted into the nutrient rich waters of Kachemak Bay, and a critical piece of equipment then comes into to play. This piece of anchored equipment is called a FLUPSY, an acronym for Floating Upwelling System. The microscopic spat need six months to a year a year to grow to size large enough to be transferred to the permitted aquatic farm sites for final grow out. Great amounts of time and expensive labor is needed to clean and grade the spat during the time they are in the FLUPSY. KSMA's FLUPSY is over 23 years old and in great disrepair due to age and the harsh marine environment. The FLUPSY is poorly anchored, a vandalism target, and needs new operational & safety equipment along with DEC-compliant floatation, and covered, lockable dry storage for tools and laborers' needs.

In addition, the federally protected sea otter population in Kachemak Bay has exploded in recent years. The otters have learned how to gain access to a new food source, oysters, by tearing into the mesh lantern nets that have been the industry standard of growing suspended cultured oysters for the last 32 years. The farms now need to use coated 16-gauge wire cages, at a substantial increase in cost.

Alaska's Comprehensive Economic Development Strategy has prioritized mariculture development for many years. Now is a critical time to move mariculture in Kachemak Bay ahead. The economic benefits of this oyster industry in Homer are great. Oysters have become a sparkling year-round staple to Homer's seafood options for locals and tourists alike. The local hatchery and a new, safe state-of-the-art FLUPSY can also provide a viable educational lab for high school and university students. Mariculture courses can further be developed around aquatic farming opportunities including the raising of sea vegetables and kelp.

Plans and Progress: KSMA is working closely with the Kenai Peninsula Economic Development District (KPEDD) to secure grant money to build a new FLUPSY to benefit the Kachemak Bay farmers and other in-state farms. The cost to secure pile driven anchoring piles, update the present electrical system, and locally build a new FLUPSY is estimated to be \$750,000. Additionally, KPEDD is aware and supportive of financial assistance to purchase, in bulk, hundreds of coated 16 gauge wire cages for each farm. The price tag for this new system is currently being researched and discussed by the mariculture community, but is estimated at a minimum \$50-\$75/cage.

Total Project Cost: \$750,000 - \$950,000



Left: Oyster spat ready to sell to growers. Right: FLUPSY bins taken out of the water. Spat in the right bin have been cleaned, sorted, graded and counted.

FY 2026 - DRAFT Document



Kachemak Ski Club: Homer Rope Tow Access & Equipment Upgrades

Project Description & Benefit: The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow just off Ohlson Mountain Road near Homer. Our founders wanted to get Homer kids out of the house on the weekends and it is no different today. Over the years, this historic public recreational treasure has hosted thousands of downhill sports enthusiasts, family and social gatherings and also has served as a venue for snow sports safety instruction.

This project improves the safety of skier access to the area, as well as the skier experience on the slopes, making it more welcoming for youngsters and newcomers. It relocates and refurbishes the hill’s aging electric bullwheel at the top of the hill. It grades the upper towpath to lower the rope’s haul angle, to diminish the physical strain on skiers riding to the top of the hill. It also purchases a portable rope tow device that can be positioned on the lower, more gently sloping part of the hill. This will increase the number of skiers who can be accommodated on busy days and improve access and skill development for new riders. It will also be used for snowsport instructional classes and special events, leaving the main rope tow open for other riders.

To augment natural features and offer entertaining challenges for more advanced skiers and snow boarders the project seeks to acquire terrain park features. These would include brushing and mulching a gully next to the entrance trail to the lodge, thus creating a natural ‘half-pipe’ type feature. Also planned: creation of two mid-mountain earthen ‘table tops’ for jumps and aerial maneuvers for advanced skiers and snow boarders.

Plans and Progress: The Homer Rope Tow recreation area is separated from Ohlson Mountain Road by private land, but has legal access via a Section Line easement. A circuitous quarter mile long trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer, Kachemak Ski Club is developing a shared parking area with Homer’s Snowmads snow machine club, directly across Ohlson Mountain Road from the Section Line entrance point, on Kenai Peninsula Borough lands. This new, expanded parking area minimizes the safety risks of double parking on Ohlson Mountain Road and dispersed pedestrian traffic in the roadway that has occurred during crowded weekends. KSC has already cost-shared an expansion of the pre-existing Snomads parking lot at the Watermelon Trailhead in 2022. And also paid to have a sizable new area brushed and mulched, serving as a primitive frozen earth parking lot during the 2022-2023 season.

While alternative grant funds and KSC cash reserves will likely be used to complete additional grading and gravel work on the parking area’s construction to harden it for year-round use, additional funds will be needed for new signage and security features such as fencing and gates.

Total Project Cost: \$90,000

Parking/access improvements: \$15,000

Relocation of Bull Wheel & Slope Grading: \$40,000

Equipment (auxiliary rope tow & terrain park features): \$35,000



Youth enjoying Homer’s own downhill ski area.

FY 2026 - DRAFT Document



Roger's Loop Trailhead Storage Shed

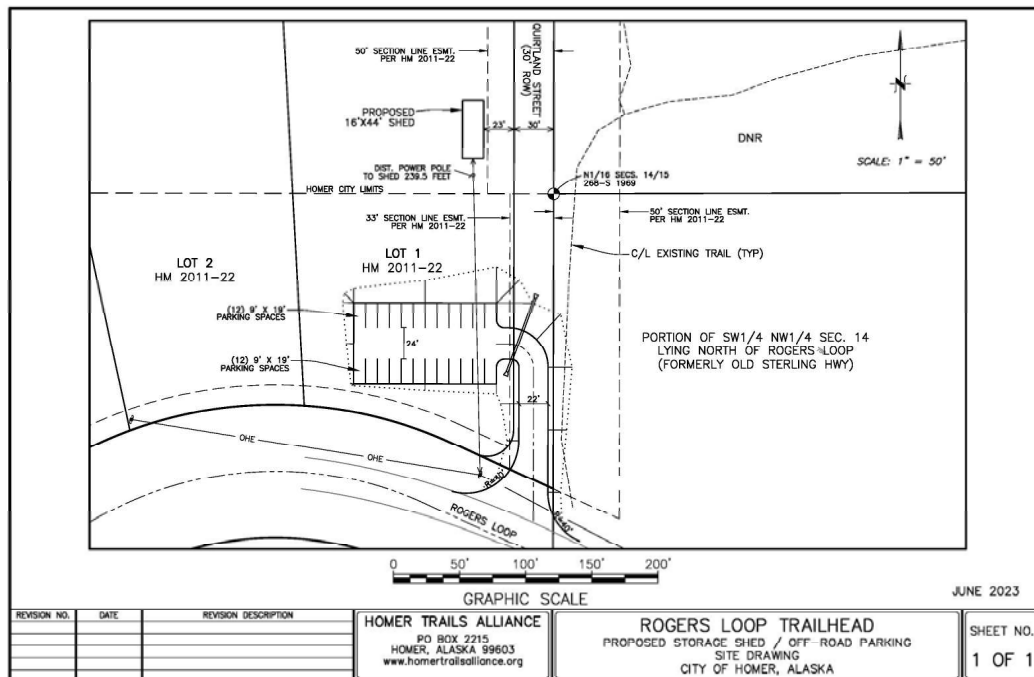
FY 2026 - DRAFT Document

Project Description and Benefit: This project builds 16 foot by 44 foot shed on a City of Homer owned parcel at the Rogers Loop Trailhead to accommodate Kachemak Nordic Ski Club grooming equipment for lower Baycrest ski trails. Currently the equipment is kept outdoors. General maintenance and machine repairs must occur outside, or the equipment is trailered to a suitable indoor location. This shortens the working lifespan of the equipment, as storage outside does not allow the snow and ice buildup within the machine to melt in-between uses. Sometimes, trails cannot be groomed because of maintenance needs or frozen equipment issues. The proposed building will alleviate these concerns by providing a heated, indoor space that is accessed from public property. This will allow for quicker repairs, longer lifespan of the equipment, and a secure place to house tools and machine parts.

The community of Homer will benefit by having a better skiing experience on trails that are consistently maintained. It is a cost savings to the community in that KNSC will not have to raise membership fees to cover the cost of the additional maintenance and shortened lifespan of this equipment that is kept outdoors. It is also a volunteer cost benefit in that it makes it easier to be a KNSC volunteer when they have working equipment. Well maintained equipment means better grooming which means a better ski experience for all users.

Plans & Progress: A site plan, shed design, HEA requirements for power hookup and securing the services of a contractor are all complete. Zoning code & other legalities are currently being reviewed.

Total Project Cost: \$72,000



Proposed location of the storage shed shown in green.



Capital Improvement Long-Range Projects

The following projects have been identified as long-range capital needs but have not been included in the Capital Improvement Plan because it is not anticipated that they will be undertaken within the six-year period covered by the CIP. As circumstances change, projects in the long-range list may be moved to the six-year CIP.

Local Roads

Fairview Avenue – Main Street to East End Road: This project provides for the design and construction of Fairview Avenue from Main Street to East End Road. The road is approximately 3,000 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. The project extends from the intersection of Main Street to the Homer High School, and finally to East End Road, and will provide an alternative to Pioneer Avenue for collector street access east/west across town. This roadway would benefit the entire community by reducing congestion on Pioneer Avenue, the major through-town road, and would provide a second means of access to the high school. It would also allow for development of areas not currently serviced by municipal water and sewer.

This improvement is recommended by the 2005 Homer Area Transportation Plan. Necessary right of way has already been dedicated by the Kenai Peninsula Borough across the High School property.

Cost: \$1.75 million

Parks And Recreation

Proposed project update provided by Public Works and staff in the Development Work Group.

East Trunk/North Beluga Lake Trail System: This project will create two connecting trails:

The Beluga Lake Trail will partially encircle Beluga Lake with a raised platform trail that includes a wildlife observation site. The trail will connect neighborhoods and business districts on the north and south sides of the lake.

The North Beluga Lake Trail ~~East Trunk Trail~~ will provide a wide gravel pathway from Ben Walters Park east along the City sewer easement, along the north side of Beluga Lake, connecting to the Calvin and Coyle trail (~~connecting with the Beluga Lake Trail~~), and eventually reaching East End Road near Kachemak City.

The completed trail system will connect Paul Banks Elementary School, the Meadowood Subdivision, and other subdivisions and residential areas to Ben Walters Park. It will additionally provide hiking, biking, and wildlife viewing opportunities around around Beluga Lake. In addition, it will provide an important non-motorized transportation route. This approximately 2.5-mile trail may be completed in phases.

~~The Beluga Lake Trail, a trail connection to Paul Banks Elementary School and East End Road are included in the 2004 City of Homer Non-Motorized Transportation and Trail Plan.~~

Cost: North Beluga Lake Trail—\$1.5 M East Trunk Trail—\$2 M

FY 2026 - DRAFT Document



Capital Improvement Long-Range Projects

Port & Harbor

Deep Water/Cruise Ship Dock Expansion, Phase 1: Upgrades to and expansion of the Deep Water Dock Expansion will boost Homer Port & Harbor cargo capability. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, the Aleutians, and Bristol Bay. Handling containerized freight delivery to the Kenai Peninsula would reduce the cost of delivering materials and supplies to much of the Peninsula. The dock expansion will also enhance cruise ship-based tourism in Homer by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts. Dock improvements will also fulfill a contingency planning requirement under Homeland Security provisions. The Port of Alaska, through which 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula passes, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, Homer's port would become even more important as an unloading, staging, and trans-shipping port. A \$1,250,000 feasibility study was completed in September 2016.

Cost: Cost estimates are \$1,750,000 for design and \$32,000,000 for construction.

Harbor Float System 5 Redesign: System 5, built in 1988, moors large industrial vessels within Homer's Small Boat Harbor. Over the years, as the number and size of large vessels has grown, the System has been used at and beyond its engineered capacity. System 5 will have to be replaced within the next ten years. In the next three years, the City will be conducting a US Corps of Engineers General Investigation into building a new harbor basin dedicated to these large vessels. Once constructed, the large vessel fleet will move off System 5, freeing up the area around System 5 (approximately 20% of the small boat harbor) to be redesigned. A newly designed System 5 will better accommodate the needs of the many small vessels on the harbor stall wait list and help define the maximum benefits of building the large harbor expansion. Conceptually, System 5's main float could be built closer to the bank and extend further toward the harbor entrance with a Tee out provide more moorage than the current system. This would also provide the option to prioritize the use of the float closest to the harbor entrance for vessels needing that kind of access (such as a Coast Guard small boat station, water taxi pickup and drop off, and emergency medical transport vessels) and to explore upgrading the old commercial ramp near System 5 to a drive down float to meet the needs of small cargo vessels, passenger loading and commercial fishing vessels.

Cost: This project works with engineers to conceptually design options for System 5 and produce rough order magnitude cost estimates.

Old Main Dock Removal and Disposal: This project removes the old Main Dock from inside the Pioneer Dock facility, which is a derelict structure in the Port & Harbor, a safety hazard and potential liability for the City. The old Main Dock was the original ocean dock in Homer, built in 1965 at the time of the first dredging for the Homer Harbor. When the Main dock was no longer safe as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place. It has deteriorated to the point that it is unsafe even for an individual to walk on. This project removes and disposes of the structure in a method that satisfies safety and environmental requirements. Where possible, salvaged materials may be sold.

Cost: Unknown

FY 2026 - DRAFT Document



Capital Improvement Long-Range Projects

Utilities

Water Storage/Distribution Improvements Phase 4 - Spit Water Line: The existing Homer Spit water line is 40 years old and constructed of 10-inch cast iron pipe. In recent years it has experienced an increasing number of leaks due to corrosion. The condition has been aggravated by development on the Spit resulting in increased load from fill material on an already strained system. This project consists of slip lining approximately 1,500 linear feet of water main to the end of the Spit. Slip lining versus replacing the line will reduce cost while ensuring an uninterrupted water supply for public health, fire/life and safety needs, and protecting economic activities on the Spit. Grant funds from the EPA allowed the City to complete project design in 2014.

Cost: \$400,000

Bridge Creek Watershed Acquisition: Bridge Creek Reservoir is Homer's sole water source; land in this area owned by the City is protected by a watershed protection district. The City seeks to acquire additional land for the district to protect the watershed from development that could threaten the water supply, and to ensure the availability of land for future water supply. Conservation easements may also be utilized to restrict development that is incompatible with clean water.

Cost: \$1,000,000

Alternative Water Source: Currently Bridge Creek Reservoir is Homer's sole water source. Population growth within the City, increased demands for city water from residents outside City limits, increasing numbers of tourists and summer residents, and climate change has reduced surface water availability. These factors demonstrate the need for a new water source to augment the existing reservoir. An alternative water source also builds redundancy into this essential life/safety municipal infrastructure, making it possible to serve town with treated drinking water and adequate fire protection in the event of contamination or earthquake damage to Bridge Creek Reservoir.

Cost: \$16,750,000

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline water treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community. The addition of a third water transmission main has been identified in comprehensive water plans for over 20 years.

Cost: Design—\$500,000 Construction—\$4.5 M

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: Ocean Drive is a segment of the Sterling Highway connecting Lake Street with the Homer Spit Road. It sees a great deal of traffic, particularly in the summer, and has become a safety concern. Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for vehicles to use the bicycle lane to get around vehicles that have stopped in the east-bound traffic lane to make a left turn, presenting a significant risk to bicyclists and pedestrians using the bike lane. Attendance at the Homer Farmers Market during the summer season contributes significantly to traffic congestion in the area. In addition, following complete streets design, this project creates a center turn lane, well-marked crosswalks, and a separated bike path to improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.



Capital Improvement Appendices

FY 2026 - DRAFT Document

- **CIP Development Schedule67**
- **Resolution 24-XXX68**
- **City of Homer Financing Assumptions 70**



Capital Improvement Appendices

**CITY OF HOMER
2025-2030 CAPITAL IMPROVEMENT PLANNING PROCESS
&
FY 2026 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

FY 2026 - DRAFT Document

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 28, 2024
Solicit new/revised project information from City Departments, local agencies and non-profits	May 29, 2024
Input for New Draft Requested By	June 30, 2024
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting Dates:
ADA Advisory Board	July 11
Planning Commission	July 17 or August 7
Port and Harbor Advisory Commission	July 24
Economic Development Advisory Commission	August 13
Parks, Art, Recreation and Culture Advisory Commission	August 15
Library Advisory Board	August 20
Administrative Review and Compilation	August 15 - September 5
City Council Worksession to Review Proposed Projects	August 26
Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request	September 9
Administration Forwards Requests for Governor's Budget	September 13
Distribution of CIP and State Legislative Request	September 27
Compilation/Distribution of Federal Legislative Request	October 2025 & January 2025



Capital Improvement Appendices

Resolution to be updated upon FY26 CIP adoption.

FY 2026 - DRAFT Document

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44

CITY OF HOMER
HOMER, ALASKA

Mayor/City Council

RESOLUTION 23-093

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2024-2029 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2025.

WHEREAS, A duly published hearing was held on September 11, 2023 to introduce the final draft of the 2024-2029 Capital Improvement Plan (CIP) and to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the City of Homer Advisory Boards, Commissions and the public at a duly published work session meeting on August 28, 2023; and

WHEREAS, it is the intent of the City Council to provide the Governor, the State Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding sources with adequate information and priorities regarding the City's capital project funding needs.

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2024-2029" is hereby adopted as the official six-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for FY2025 State and Federal Legislative Requests:

1. Homer Harbor Expansion
2. Multi-Use Community Center
3. Slope Stability & Erosion Mitigation Program
4. Homer Harbor Critical Float System Replacement: Float Systems 4 & 1
5. Karen Hornaday Park Public Restroom
6. A-Frame Water Transmission Line Replacement
7. Homer Spit Erosion Mitigation
8. New Public Works Facility

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2025 capital project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by the Homer City Council this 11th day of September, 2023.



Capital Improvement Appendices

FY 2026 - DRAFT Document

Page 2 of 2
RESOLUTION 23-093
CITY OF HOMER

45
46
47
48
49
50
51
52
53
54
55
56

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, CITY CLERK

Fiscal Note: N/A





Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

Implementation of the City of Homer Capital Improvement Plan requires utilization of various financing mechanisms. Financing mechanisms available to the City of Homer include:

- Federal grants or loans
- State grants or loans
- General obligation bonds
- Limited obligation bonds
- Revenue bonds
- Special assessment bonds
- Bank loans
- Pay as you go
- Private sector development agreements
- Property owner contributions
- Lease or lease-purchase agreements

The use of any of the financing mechanisms listed above must be based upon the financial capability of the City as well as the specific capital improvement project. In this regard, financing the CIP should take into consideration the following assumptions:

1. The property tax cap of six-mill (at which point sales tax goes away) precludes use of this revenue source for major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program for building, improving and maintaining Homer's roads and trails. The annual budget will transfer a minimum of \$550,000 of the ¾ percent dedicated sales tax exclusively for road and trail capital improvements and construction. The HART Program will require property owner contributions of \$30 per front foot for road reconstruction, with an additional \$17 per front foot for paving.
5. The Accelerated Water and Sewer Program will only be considered if the fund has a debt service of 1.25 or greater.
6. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
7. The utilization of bonds will be determined on a project-by-project basis.
8. The lease and/or lease-purchase of capital improvements will be determined on a project-by-project basis.



Proposed New Projects Table of Contents

City of Homer Nominated Projects

- 1. Baycrest Overlook Public Restroom Facility 1
- 2.
- 3.

Projects Nominated by Other Organizations

- 1. Homer Hockey Association:
Kevin Bell Arena Parking Lot Lighting & Flooring Replacement..... 2
- 2. Pratt Museum:
Roof System Replacement Project 3
- 3.

Projects Nominated for the State section

FY26 PROPOSED NEW PROJECTS - DRAFT



Baycrest Overlook Public Restroom

Project nominated by the Public Works Director. Project description forthcoming.

Project Description and Benefit:

Plans & Progress:

Total Project Cost:

Schedule:

Priority Level:

FY26 PROPOSED NEW PROJECTS - DRAFT



Homer Hockey Association: Kevin Bell Arena Lighting & Flooring Replacement

FY26 PROPOSED NEW PROJECTS - DRAFT

Project Description and Benefit: The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation/Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs with a yearly budget of \$300,000 to \$375,000. HHA is seeking financial support to replace six parking lot light poles with fixtures and the interior rubber flooring of the facility. The exterior light poles have been in use since 2005 when the facility opened. Over time, the harsh marine environment has caused corrosion and wind damage to the lights. The parking lot lighting is essential for visibility and safety during the winter months, when the rink provides programming for the public and school groups. The rubber flooring has also been in place for 20 years. This flooring is installed in the locker rooms and high traffic common areas of the facility. After two decades of high use, the flooring is showing its age with brittleness of the tiles and thinning of the material.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. HHA has been accomplishing this mission for almost two decades as one of the few non-profit, volunteer run ice rinks in the United States. Volunteers contribute an estimated 14,000 hours annually, representing a huge commitment of time and effort by our community. Over the years, programs have been expanded to include activities for all: figure skating, hockey at all age and skill levels, broomball, curling, and frequent community and school skating events. KBA is also home ice for the Mariner-High School Co-Op Team which includes players from all the secondary schools on the southern Kenai Peninsula.

The Kevin Bell Arena hosts numerous games, tournaments and events that bring commerce to the City of Homer. This is especially important during the winter when tourism and occupancy rates are low. HHA hosts several separate youth and adult hockey tournaments totaling approximately 150 games each year. In 2022-23 these games brought over 1,740 out of town players to Homer, accompanied by family and fans that contributed to the local economy through lodging, transportation, dining, and merchandise purchases.

Plans & Progress: HHA received quotes of \$26,400 for the purchase of the lights/fixtures and \$27,500 for the floor replacement. These repairs will enable the Kevin Bell Arena to remain a safe and well-maintained facility for public recreation. It is imperative that our rink continue to operate for the health and welfare of the diverse community we serve. Covid-19 has taken away so much with restricted social interactions and limited activities and exercise that has led to mental and physical health instability in communities everywhere. HHA strives to keep the Kevin Bell Arena open as a safe place for kids, families, and community members to come together and exercise their minds and bodies.

We had amazing results from the no cost recreational options we offered to the public and school groups last season. In the winter of 2022-2023, approximately 1,135 people attended the free public skating every Sunday afternoon. The Arena also hosted 17 separate school group events with approximately 435 students enjoying a one hour no cost skating session. These events helped aid our community's recovery from the lingering social and health impacts of Covid-19.

HHA has an active and committed Board of Directors and membership base. The volunteer hours are leveraged by several successful fundraisers, sponsorships and advertising campaigns, grant awards and donations each year. This covers approximately one half of the annual operating and capital expenses. The remaining expenses are covered by user fees. However, repairs of this cost are outside of the scope of our annual operating budget.

Total Project Cost: \$53,900



Christmas public skate at Kevin Bell Arena is well attended.



Pratt Museum: Roof System Replacement Project

Project nominated by the Pratt Museum

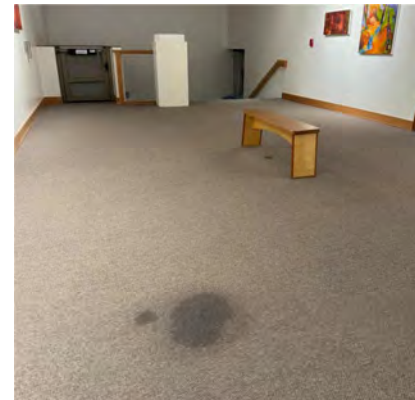
Project Description and Benefit: This project replaces the 9,134 square-foot roof for the facility that the Pratt Museum occupies. The roof is currently at the end of its life. It has deteriorated to the extreme that each gallery has multiple buckets and at times water splashes on the objects and artifacts. Leaks also occur over the elevator which impacts use, and in office spaces where computers and technology are located. Even the simple care of the roof during the winter is a safety issue. The roof needs to be hand-shoveled. While no major injury has occurred, it is only a matter of time before someone will get injured. With cracked beams, leaks throughout, and hazardous work conditions for staff, the Pratt Museum roof needs to be replaced.

Pratt Museum is more than a place to store objects and artifacts. At the Pratt Museum art, science and culture come together in an integrated approach to topics and stories relevant to the Kachemak Bay area - from traditional culture to the environment. In addition to being a place of preservation/conservation, sharing, and learning, Pratt Museum serves as a community gathering place, a place for enjoying and connecting people of all ages and backgrounds. Pratt Museum is devoted to developing partnerships with people, communities, and entities that have meaningful connections to Homer. Our overall vision is to link the Museum's collections, which include themes of homesteading and the history of settlement, fishing, native cultures, environment, art, and our shared ties to the northern marine environment that connect us all. Our place is fertile for exploring who we are and where we live so that we may preserve our distinctive cultural traditions and environment with integrity, and preserve this knowledge for our community and museum visitors alike. Homer is the economic, education, health care, and cultural hub in the area, and it is one of the most important maritime harbors in the state. With a diverse economy of commercial fishing, tourism, and government sectors being the most prominent, Homer is home to a creative community, whereby Pratt Museum is a conduit to preserve and share the human story of the region.

Plans & Progress: The roof replacement project has undergone many starts and stops. Over the years Pratt Museum has contracted with engineers and roof specialists. In 2007 and in 2019, engineers and roof construction specialist recommended a full replacement. In 2019, utilizing condition surveys of 2007 as a baseline, Roof Construction Services and Schneider Structural Engineers generated a project manual, infrared reports, detail images of the roof's current condition, a full design and cost estimate for the full replacement (which was updated in 2024). The plan is to remove the granular surfaced modified, built-up roof system, all insulations and underlying plywood, flashings, and trim metals, and install a new 3-ply modified membrane roof system including new base sheet installed over a new 3/8-inch plywood substrate

installed over the original Tongue & Groove wood roof deck, new high thermal insulation, new perimeter edge metal detailing, new gutters and downspouts and all associated accessories. The goal is to replace the roof during the 2025 building season. The project is proceeding in phases. In the spring through fall of 2024, Museum Board and Staff will carry out Phases I-II fundraising and applying for financial support from the City of Homer, State Legislature and the Alaska Congressional Delegation. In Phase III (summer through fall 2024), all design and construction documents will be updated and the bid process will begin. Construction is Phase IV, scheduled for spring through fall of 2025.

Total Project Cost: \$1,362,481



Cracked beam ends (above) are held together with bindings. Galleries experience leaks; bucket are used to catch the leaks.

FY26 PROPOSED NEW PROJECTS - DRAFT



EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE CITY OF HOMER CAPITAL IMPROVEMENT PLAN

Q: What is a CIP?

A: The CIP (or Capital Improvement Plan) identifies capital projects that are community priorities. The plan includes a description of proposed capital improvement projects ranked by priority, their benefits to the community, an estimate of project costs and progress to date (money raised, plans drawn up, etc.). An estimated timeline for completion can also be included. The CIP is a working document and is reviewed and updated annually to reflect changing community needs, City Council priorities and funding opportunities.

There are several reasons to maintain a CIP.

1) It helps focus attention on community needs; 2) It helps leverage funding if the project has been identified as a community priority in the CIP; and 3) to highlight community priorities for our state/federal legislative representatives.

NOTE: The Capital Improvement Plan is not a funding request. From the standpoint of a non-profit organization, it is a mechanism to raise awareness of a needed project and increase chances of funding from various sources, including State legislative capital funding. Nominating a project for inclusion in the CIP is *not* a request for City funding.

Q: What is a capital project?

A: Capital projects are the acquisition and/or development of a major, non-recurring asset such as land, buildings, public road/utility infrastructure and equipment with a useful life of at least three years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project.

Most of the projects in the City of Homer CIP are City projects, but some are community projects spearheaded by non-profit organizations and state or federal agencies (e.g., Alaska DOT&PF) are included in a separate section. City of Homer CIP projects must have an estimated cost of at least \$50,000. Those from non-profit organizations must have an estimated cost of at least \$25,000.

Q: Is the CIP a “wish list?”

A: Though projects can stay a long time on the CIP, it is not a wish list. Funding sources are not always readily available, and aligning City funds, partners and other funders for large capital projects takes time. The CIP is segregated into sections, City of Homer legislative priority projects, mid-range projects (that *may* be undertaken in the next six years) and long range projects. This allows the CIP to be a forward thinking plan for City projects.

Q: What is the process for developing the Capital Improvement Plan?

A: CIP development is a multi-step process that starts around May of each year and ends in October.

Step 1 involves the City’s Special Projects & Communications Coordinator developing a CIP update schedule that will be approved by the City Council in May of each year.

Step 2 is to publicize the CIP process and invite project nominations from community organizations.

Step 3 is to send a copy of the current CIP to all the City department heads and the City Manager and ask for recommendations for new projects, projects that should be deleted, and updates to existing projects.

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are given the opportunity to select their top Legislative priority projects. Their recommendations are passed on to the City Council. Commissions can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP. Public comment on projects under consideration is welcome. Throughout this time, City staff will continuously update the draft CIP. The CIP will be labeled *DRAFT* until it is approved by City Council. New proposed projects will be presented in a separate document, and only be incorporated into the final CIP upon City Council approval.

Step 5 The City Council will hold a work session to discuss the CIP and will they take public comment as advertised at regular City Council meetings. Members of the public are encouraged to attend and testify. The City Council will view the CIP as a whole and will also work to identify legislative priorities (a subset of the CIP) for special attention during the coming year.

Step 6 is to finalize the CIP as per City Council approval, and make digital and bound copies. These should be ready to post on the website and for distribution in October.

Q: What are “legislative priorities”?

A: Legislative priorities are a special subset of the CIP. The full CIP might contain 50 projects that have gone through the public hearing process and are approved by the City Council. From those 50, City Council selects a “short list” of projects for the City to highlight during the upcoming legislative session. It is City policy that only City of Homer projects are promoted to the Legislative Priority list (e.g., for roads, harbor improvements, water and sewer upgrades, etc.)

Staff, lobbyists and City Council promote these projects to State and Federal legislators, Commissioners, etc. Five of the legislative priority projects are submitted to our State Legislators for prioritization among all projects submitted from our District for funding through the State’s Capital budget.

Members of the Alaska congressional delegation also invite local governments and other groups to submit Congressionally Designated Spending requests (or Appropriation requests) each year. Typically 3-6 Legislative Priority projects that align with Federal CDS priorities and guidelines will be forwarded to our Federal legislators for consideration for CDS funding.

Q: Does the City seek grant funding for CIP projects also?

A: Yes. The City applies for grants to fund City of Homer capital projects; grant programs often require projects be identified in a CIP or other major Plan and that the City provide local matching funds.

City of Homer Capital Improvement Plan Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense (\$25,000 or more for non-profit organizations; \$50,000 or more for City of Homer projects)? YES NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? YES NO
- C. Will the project provide broad community benefit? YES NO
-

If you were able to answer YES to all three questions, please provide the following additional information:

Organization submitting the nomination form

Contact name

Contact phone number

1. Project title (Suggested heading in CIP):

2. Project description and benefit. Describe the project in half a page or less, including specific need for and scope of the project, etc. Explain how the project will benefit the Homer community.

3. Plans and progress. Describe in one or two paragraphs what has been accomplished so far. This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising plan and/or total funds raised to date and timeline when you anticipate completing phases of the project.

4. Project cost:
 - A. TOTAL COST (including funds already secured) = \$ _____
 - B. For construction projects, break out preconstruction costs (feasibility/design/permitting):
Preconstruction costs = \$ _____ Construction costs = \$ _____

6. Attach a quality digitized photo, drawing, map, or other graphic image of your project with your nomination form submission.

**PLANNING COMMISSION
2024 Calendar**

	AGENDA ITEM DEADLINES	MEETING DATE	COMMISSIONER SCHEDULED TO REPORT	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS FOR AGENDA AND EVENTS PLANNED
JANUARY	12/13/23 Public Hearing Items 12/15/23 Preliminary Plat Submittals 12/22/23 Regular Agenda Items	01/03/24		Monday, 01/08/24 6:00 p.m.	•
	12/27/23 Public Hearing Items 12/29/23 Prelim Plat Items 01/05/24 Regular Agenda Items	01/17/24		Monday 01/22/24 6:00 p.m.	•
FEBRUARY	01/17/24 Public Hearing Items 01/19/24 Prelim Plat Items 01/26/24 Regular Agenda Items	02/07/24		Monday 02/12/24 6:00 p.m.	• NFIP Staff Training • This meeting was canceled.
	01/31/24 Public Hearing Items 02/02/24 Prelim Plat items 02/09/24 Regular Agenda Items	02/21/24		Monday 02/26/24 6:00 p.m.	• Short Term Rental Ordinance
MARCH	02/14/24 Public Hearing Items 02/16/24 Prelim Plat Items 02/23/24 Regular Agenda Items	03/06/24		Monday 03/11/24 6:00 p.m.	• Transportation Plan
	02/28/24 Public Hearing Items 03/01/24 Prelim Plat Items 03/08/24 Regular Agenda Items	03/20/24		Tuesday 03/26/24 6:00 p.m.	
APRIL	03/13/24 Public Hearing Items 03/15/24 Prelim Plat Items 03/22/24 Regular Agenda Items	04/03/24		Monday 04/08/24 6:00 p.m.	Draft Transportation Plan Review
	03/27/24 Public Hearing Items 03/29/24 Prelim Plat Items 04/05/24 Regular Agenda Items	04/17/24		Monday 04/22/24 6:00 p.m.	• APA National Planning Conference
MAY	04/10/24 Public Hearing Items 04/12/24 Prelim Plat Items 04/19/24 Regular Agenda Items	05/01/24		Monday 05/13/24 6:00 p.m.	• Public Hearing on Draft Transportation Plan
	04/24/24 Public Hearing Items 04/26/24 Prelim Plat Items 05/03/24 Regular Agenda Items	05/15/24		Tuesday 05/28/24 6:00 p.m.	•
JUNE	05/15/24 Public Hearing Items 05/17/24 Prelim Plat Items 05/24/24 Regular Agenda Items	06/05/24		Monday 06/10/24 6:00 p.m.	• Reappointment Applications will be sent out by the Clerk
	05/29/24 Public Hearing Items 05/31/24 Prelim Plat Items 06/07/24 Regular Agenda Items	06/19/24		Monday 06/24/24 6:00 p.m.	

JULY	06/26/24 Public Hearing Items 06/28/24 Prelim Plat Items 07/05/24 Regular Agenda Items	07/17/24		Monday 07/22/24 6:00 p.m.	
AUGUST	07/17/24 Public Hearing Items 07/19/24 Prelim Plat Items 07/26/24 Regular Agenda Items	08/07/24		Monday 08/12/24 6:00 p.m.	<ul style="list-style-type: none"> • Election of Officers • Worksession: Training with City Clerk • Capital Improvement Plan Presentation by Jenny Carroll
	07/31/24 Public Hearing Items 08/02/24 Prelim Plat Items 08/09/24 Regular Agenda Items	08/21/24		Monday 08/26/24 6:00 p.m.	
SEPTEMBER	08/14/24 Public Hearing Items 08/16/24 Prelim Plat Items 08/23/24 Regular Agenda Items	09/04/24		Monday 09/09/24 6:00 p.m.	
	08/28/24 Public Hearing Items 08/30/24 Prelim Plat Items 09/06/24 Regular Agenda Items	09/18/24		Monday 09/23/24 6:00 p.m.	
OCTOBER	09/11/24 Public Hearing Items 09/13/24 Prelim Plat Items 09/20/24 Regular Agenda Items	10/02/24		Monday 10/14/24 6:00 p.m.	5:00 p.m. Joint WS with City Council Agenda Items are determined by Council and are usually topics requested by the Commission during the previous year.
	09/25/24 Public Hearing Items 09/27/24 Prelim Plat Items 10/04/24 Regular Agenda Items	10/16/24		Monday 10/28/24 6:00 p.m.	<ul style="list-style-type: none"> • Annual Meeting Schedule for 2025
NOVEMBER	10/16/24 Public Hearing Items 10/18/24 Prelim Plat Items 10/25/24 Regular Agenda Items	11/06/24		Tuesday 11/12/24 6:00 p.m.	
	11/13/24 Public Hearing Items 11/15/24 Prelim Plat Items 11/20/24 Regular Agenda Items	12/04/24		Monday 11/25/24 6:00 p.m.	
DECEMBER					Council amended their meeting schedule to hold two meetings in November. There are no Council meetings in December.

*The Commission's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Commission's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports. Reports are the Commission's opportunity to give Council a brief update on their work. Attend via Zoom or in Person. A written report can be submitted if no member is able to attend.

2024 Meeting Dates & Submittal Deadlines

Homer Planning Commission

Meeting dates are bolded and submittal deadlines are underneath

January 3, 2024

- December 13 for Public Hearing Items
- December 15 for Preliminary Plat Submittal
- December 22 for Regular Agenda Items

January 17, 2024

- December 27 for Public Hearing Items
- December 29 for Preliminary Plat Submittal
- January 5 for Regular Agenda Items

January 31, 2024

- January 10 for Public Hearing Items
- January 12 for Preliminary Plat Submittal
- January 19 for Regular Agenda Items

February 7, 2024

- January 17 for Public Hearing Items
- January 19 for Preliminary Plat Submittal
- January 26 for Regular Agenda Items

February 21, 2024

- January 31 for Public Hearing Items
- February 2 for Preliminary Plat Submittal
- February 9 for Regular Agenda Items

March 6, 2024

- February 14 for Public Hearing Items
- February 16 for Preliminary Plat Submittal
- February 23 for Regular Agenda Items

March 20, 2024

- February 28 for Public Hearing Items
- March 1 for Preliminary Plat Submittal
- March 8 for Regular Agenda Items

April 3, 2024

- March 13 for Public Hearing Items
- March 15 for Preliminary Plat Submittal
- March 22 for Regular Agenda Items

April 17, 2024

- April 12 for Public Hearing Items
- April 14 for Preliminary Plat Submittal
- April 21 for Regular Agenda Items

May 1, 2024

- April 10 for Public Hearing Items
- April 12 for Preliminary Plat Submittal
- May 19 for Regular Agenda Items

May 15, 2024

- April 24 for Public Hearing Items
- April 26 for Preliminary Plat Submittal
- May 3 for Regular Agenda Items

June 5, 2024

- May 15 for Public Hearing Items
- May 17 for Preliminary Plat Submittal
- May 24 for Regular Agenda Items

2024 Meeting Dates & Submittal Deadlines

Homer Planning Commission

Meeting dates are bolded and submittal deadlines are underneath

June 19, 2024

May 29 for Public Hearing Items

May 31 for Preliminary Plat Submittal

June 7 for Regular Agenda Items

July 17, 2024

June 26 for Public Hearing Items

June 28 for Preliminary Plat Submittal

July 5 for Regular Agenda Items

August 7, 2024

July 17 for Public Hearing Items

July 19 for Preliminary Plat Submittal

July 26 for Regular Agenda Items

August 21, 2024

July 31 for Public Hearing Items

August 2 for Preliminary Plat Submittal

August 9 for Regular Agenda Items

September 4, 2024

August 14 for Public Hearing Items

August 16 for Prelim. Plat Submittal

August 23 for Regular Agenda Items

September 18, 2024

August 28 for Public Hearing Items

August 30 for Preliminary Plat Submittal

September 6 for Regular Agenda Items

October 2, 2024

September 11 for Public Hearing Items

September 13 for Preliminary Plat Submittal

September 20 for Regular Agenda Items

October 16, 2024

September 25 for Public Hearing Items

September 27 for Preliminary Plat Submittal

October 4 for Regular Agenda Items

November 6, 2024

October 16 for Public Hearing Items

October 17 for Preliminary Plat Submittal

October 25 for Regular Agenda Item

December 4, 2024

November 13 for Public Hearing Items

November 15 for Preliminary Plat Submittal

November 20 for Regular Agenda Item

additional two week continuance. At a third case planning conference on May 2, the parties requested, and were granted, a further continuance. The parties subsequently filed a “Joint Motion for Entry of Decision Ordering Remand and Further Proceedings After Doyon Submits Revisions to Its Planned Use Development Proposal” on June 10, 2024.

III. Findings of Fact

1. Doyon, an Alaska Native Corporation, applied to the City of Homer for a Conditional Use Permit for a Planned Unit Development (“CUP 2023-08”) on or about November 15, 2023.

2. The parties have stipulated that Doyon’s proposed Planned Unit Development consists of a hotel, employee housing, and triplex residential units at 1563 Homer Spit Road, 1663 Homer Spit Road, and 1491 Bay Avenue, in Homer, Alaska.

3. The Conditional Use Permit for a Planned Unit Development is only one component of the project that requires consideration by the Homer Planning Commission. The project would also require approval of an application to rezone 1491 Bay Avenue and approval of a Preliminary Plat with a right-of-way vacation.

4. In its March 1, 2024 Appeal, Doyon only appealed the Homer Planning Commission’s Decision on the Conditional Use Permit for a Planned Unit Development (CUP 2023-08).

5. At the December 6, 2023 Regular Meeting of the Homer Planning Commission, the Commission introduced Doyon’s application for CUP 2023-08. Ryan Foster, the City of Homer Planner, gave a detailed staff report of the project. Doyon gave an overview of the project. Then the Commission opened the public hearing.

6. The Commission heard hours of public testimony before voting to continue the public hearing to the next meeting on January 3, 2024.

7. At the January 3, 2024 Special Meeting of the Homer Planning Commission, the Commission heard further public testimony. At that Special Meeting, the Commission closed the public hearing on CUP 2023-08, but did not deliberate or issue a decision.

8. During the Special Meeting, the Commission completed its consideration of Doyon’s application to rezone 1491 Bay Avenue along with Doyon’s application for approval of a Preliminary Plat with a right-of-way vacation. The Commission voted to recommend City

Council approval of the rezone application, but did not recommend approving the right-of-way vacation and postponed consideration of the preliminary plat.

9. On January 31, 2024, the Commission held a Special Meeting for further consideration of CUP 2023-08. After a short time, the Commission convened a confidential deliberative session to develop Findings and Conclusions for CUP 2023-08. Upon reconvening to public session, the Commission stated findings on the record voting six to one to deny CUP 2023-08.

10. On the record at the January 31, 2024 meeting, Commission Chair Smith made comments recorded in the adopted minutes of the meeting as: “Homer Planning Commission finds against the application with the following finding: at page 59 of the application (Drawing AS 0.01), [it] lists the total square footage of the hotel structure as 80,505 square feet. This exceeds allowances in HCC 21.24.040(e). . . (4) . . . and . . . HCC 21.24.040(e)(1) [which provides that] the total square feet of floor area of retail and wholesale business uses within a single building shall not exceed 75,000 square feet. . . . [T]herefore the footprint of the hotel is larger than what is allowed by code...”

11. Commissioners Hyland, Barnwell, and Schneider all voiced their agreement with Chair Smith’s finding, and some made additional individual findings on the record.

12. The Commission adopted its written “Decision” at the February 21, 2024 Regular Meeting of the Homer Planning Commission. The findings included in the Commission’s written Decision were a nearly verbatim transcription of the Commissioners’ oral findings made on the record at the January 31, 2024 meeting.

13. Doyon has represented that it will submit a revised application, and will no longer seek Planning Commission approval of the PUD as it was depicted in the original application.

IV. Conclusions of Law

14. The parties agree that the Homer Planning Commission’s reliance on HCC 21.24.040(e) was improvident.

15. HCC 21.24.040(e), “Building Area & Dimensions – Retail and Wholesale,” provides building area and dimensional requirements for retail and wholesale buildings in the General Commercial 1 (“GC1”) zoning district. Doyon’s proposed project is located in the “Ocean Drive GC1.” In the Ocean Drive GC1, HCC 21.24.040(e)(1) limits the “total square feet of floor area of retail and wholesale business uses within a single building” to 75,000 square feet.

HCC 21.24.040(e)(4) further provides “[n]o conditional use permit, planned unit development, or variance may be granted that would allow a building to exceed the limits of subsections (e)(1), (2) and (3) of this section...” HCC 21.24.040(e) does not apply to Doyon’s project as advised by Planner Foster at the January 3, 2024 meeting.

16. As noted on the record by the City Planner Ryan Foster, the 75,000 square foot floor area limit contained in HCC 21.24.040(e) applies only to “retail” and “wholesale business uses” and does not apply to Doyon’s application for a Conditional Use Permit for a Planned Unit Development consisting of a hotel, employee housing, and triplex residential units. “Retail” and “Wholesale business uses” are defined in Homer City Code as places of business principally engaged in “selling goods” or “distributing goods” to consumers. *See* HCC 21.03.040 for definitions of “Business, retail” and “Business, wholesale.” The parties have stipulated that Doyon’s application for a conditional use permit for a planned unit development does not include retail or wholesale business uses, and therefore the building area and dimensional requirements of HCC 21.24.040(e) do not apply to Doyon’s permit application.

17. The Parties have agreed that any disagreements about the validity of the other Planning Commission findings will not be addressed or resolved in this appeal, or in connection with a request to approve the PUD as it was originally proposed.

18. Homer City Code 21.93.560 *Remand* permits the Hearing Officer in this appeal to remand this matter back to the Homer Planning Commission when there is insufficient evidence in the record on an issue material to the decision of the case; there has been a substantial procedural error that requires further consideration by the lower administrative body, or there is other cause requiring further proceedings by the lower administrative body.

19. In light of the Commission’s improper reliance on HCC 21.24.040(e), and Doyon’s representation that it will submit a revised application, remand is appropriate.

20. On remand, the parties agree that Doyon shall submit a revised application, including a revised site plan and narrative describing the revisions, for consideration by the Planning Commission.

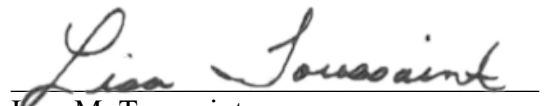
21. Upon submittal of Doyon’s revised application, the Homer Planning Commission will follow the procedure outlined in HCC 21.71.050, *Commission hearing and procedures*, for consideration of a completed application. The City Planner shall schedule a public hearing before

the Planning Commission and provide notice in accordance with applicable PUD provisions including HCC, Chapter 21.94.

22. This Decision represents resolution of all issues on appeal. The Parties waive their rights to appeal any additional issues in connection with the original application, site plan, and Drawing AS 0.01.

The March 1, 2024 appeal of Homer Planning Commission Denial of CUP 2023-08 is REMANDED to the Homer Planning Commission for further action consistent with this decision and order. Upon remand, Doyon shall submit a revised application consistent with this decision and order and the City of Homer Zoning and Planning Code for consideration by the Homer Planning Commission.

DATED this 21st day of June, 2024



Lisa M. Toussaint
Administrative Law Judge

Certificate of Service: I certify that on June 21, 2024, a true and correct copy of this order was distributed by email to Bill Falsey, Michael Gatti, Quincy Arms, and Melissa Jacobsen.

By: 

Office of Administrative Hearings

From: [Renee Krause](#)
To: [Ryan Foster](#); [Zach Pettit](#)
Subject: FW: planning commission July 17 meeting public comment
Date: Tuesday, July 9, 2024 2:44:08 PM

Please include in the packet

Renee Krause, MMC
Acting City Clerk/ADA Coordinator

From: mary griswold <mgrt@xyz.net>
Sent: Tuesday, July 9, 2024 1:51 PM
To: Department Clerk <clerk@ci.homer.ak.us>
Subject: planning commission July 17 meeting public comment

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Please include in the packet for the July 17 Planning Commission meeting:

I listened with interest to Mr. Gatti's presentation at the recent Planning Commission work session regarding quasi-judicial proceedings.

Jason Davis and Shelley Erickson have both initiated ex-parte conversations with planning commission members within the past year or so. Both are former planning commissioners. If they don't understand the rules, the general public has even less chance.

I proposed before and do so here again that the PC agendas and public hearing notices include identification of quasi-judicial items and instruction that planning commissioners are not allowed to receive or engage in ex-parte contact with the applicant, other parties interested in the application, or members of the public concerning the application or issues presented in the application. The borough planning commission agendas and public hearing notices contain this information.

Including this information would help the public and the commissioners conform to due process requirements as presented by Mr. Gatti.

78

Memorandum

From: Michael McCarthy, Retired Registered Geologist, Oregon #611

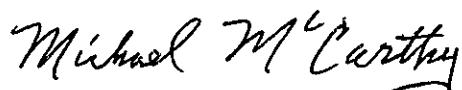
To: City of Homer Planning Commission

Date: July 9, 2024

RE: City of Homer Bluff Stability vis a vis CUP 2024-09

I have been a Homer resident since 1997 and have personal geologic knowledge of Homer's fragile coastal bluffs as I live on Kachemak Drive. I encourage the Commission to exercise due diligence and approve the Reconsideration and hold another public hearing on CUP 2024-09.

Respectfully,



Michael McCarthy

907-299-0740

lolorca3@gmail.com

From: Roberta Highland & Robert Archibald

To: City of Homer Planning Commission

Date July 10, 2024

RE: CUP 2024 - 09 Reconsideration

Dear Commissioners,

Coming to you from the other side of the fence.
First I want to correct the record, I was ONLY on the Planning Commission for 14
½ years – it just seemed longer.

We respectfully request the Commission to vote in favor of reconsideration of
CUP 2024 -09 and hold another public hearing.

Respectfully,

Roberta Highland

Robert Archibald

Roberta Highland & Robert Archibald
(907) 235-8214
robert.e.archibald@gmail.com



Homer Soil & Water

CONSERVATION DISTRICT

432 E Pioneer Ave, Ste C
Homer, AK 99603
907-235-8177 ext. 5
info@homerswcd.org

From: Homer Soil & Water Conservation District Board of Supervisors
To: City of Homer Planning Commission
Date: July 3, 2014

RE: Motion for Reconsideration – CUP 24-09

One of the core missions of the Homer Soil & Water Conservation District is to help landowners guard against soil erosion. The District's legacy goes back decades to the age of the "Dust Bowl". We've learned a lot about best soil management practices to mitigate unstable slopes and protect landowners over the years.

This is why we respectfully request that the Commission vote in favor of Reconsideration of CUP 24-09 so information that was not presented to you at the June meeting may be thoughtfully considered.

"To provide education and leadership in the conservation and sustainable use of soil- and water- related resources through cooperative programs that protect, restore and improve our environment."

From: [Rika Mouw](#)
To: [Zach Pettit](#)
Subject: CUP 24-09 Reconsideration
Date: Wednesday, July 10, 2024 4:57:46 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear members of the planning commission,

I urge you to reconsider the decision you came to at the June 19th Planning Commission meeting regarding CUP 24-09.

Rika Mouw
City resident