



Agenda

Port & Harbor Advisory Commission Regular Meeting

Wednesday, August 27, 2025 at 5:30 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: 954 2610 1220 Password: 556404

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

CALL TO ORDER, 5:30 P.M.

AGENDA APPROVAL

PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

RECONSIDERATION

APPROVAL OF MINUTES

- A. Unapproved May 28th, 2025 PHC Minutes
- B. Unapproved June 25th, 2025 PHC Minutes

VISITORS / PRESENTATIONS

- A. Julie Engebretsen - Land Allocation Plan (*Refer to **PENDING BUSINESS, Item B.***)
- B. Jenny Carroll - Capital Improvement Plan (*Refer to **NEW BUSINESS, Item B.***)

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

- A. Port & Harbor FY25 Preliminary Numbers & FY26 YTD
- B. Port & Harbor Staff Report - July/August 2025

PUBLIC HEARING

PENDING BUSINESS

- A. Title 18.08 City Property Leases Edits
Memorandum PHC-25-012 from Port Administrative Supervisor as backup
- B. Land Allocation Plan
Memorandum PHC-25-013 from Community Development Director as backup

NEW BUSINESS

A. Title 21 Zoning Code Rewrite

Memorandum PHC-25-014 from Port Administrative Supervisor as backup

B. Review and Recommendations on the Draft 2026-2031 Capital Improvement Plan

Memorandum PHC-25-015 from Special Projects & Communications Coordinator as backup

C. Edits to City of Homer Base Lease Template

Memorandum PHC-25-016 from Port Administrative Supervisor as backup

INFORMATIONAL MATERIALS

A. July/August 2025 Port Operations Report

B. July/August City Manager's Reports to Council

CM's Report for July 28, 2025

CM's Report for August 11, 2025

CM's Report for August 25, 2025

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **Wednesday, September 24, 2025 at 5:30 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

1. CALL TO ORDER, 5:30 P.M.

Session 25-05, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Casey Siekaniec at 5:30 p.m. on May 28, 2025 in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

PRESENT: COMMISSIONERS ATWOOD, BRADSHAW, FRIEND, PITZMAN, ROTH, & SIEKANIEC

ABSENT: COMMISSIONER VELSKO (EXCUSED)

CONSULTING: PORT DIRECTOR HAWKINS

STAFF: PORT ADMINISTRATIVE SUPERVISOR WOODRUFF & DEPUTY CITY CLERK PETTIT

2. AGENDA APPROVAL

Chair Siekaniec requested a motion and second to approved the agenda.

FRIEND/ATWOOD MOVED TO APPROVE THE AGENDA AS WRITTEN.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

4. RECONSIDERATION

5. APPROVAL OF MINUTES

5.A. Unapproved April 23, 2025 PHC Minutes

ROTH/FRIEND MOVED TO APPROVE THE APRIL 23, 2025 REGULAR MEETING MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

6. VISITORS/PRESENTATIONS

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS

7.A. Port & Harbor FY25 YTD

Port Administrative Supervisor Woodruff noted that the enterprise is behind on parking and other items heavily reliant on the summer season. She added that she expects monthly moorage to pick up in the next month or so. Other discussion topics included bad debt expenses, subsistence, transportation, and the Homer Harbor Terminal Tariff.

7.B. Port & Harbor Staff Report – May 2025

Port Administrative Supervisor Woodruff provided the Port & Harbor Staff Report, covering the following items:

- Homer Harbor Expansion update
- Denali Commission Grant for the float replacement for system 4
- Notice of Funding Opportunity for FY25 Port Infrastructure Development Program
- Financial plan update
- Leasing updates
- Commissioner reports from City Council meetings
- Special projects update

7.C. Homer Marine Trades Association (HMTA) Report

Commissioner Friend reported that the Association has been focused on gearing up for Homer Harbor Fest. He noted the Association's involvement with the Homer High School graduation, as well as a scholarship that was awarded to a local youth who will be attending AVTEC.

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

- 10.A. FY26/27 Operating & Capital Budgets
Memorandum PHC-25-008 from Port Administrative Supervisor as backup

Chair Siekaniec introduced the item by reading of the title and deferred to Port Administrative Supervisor Woodruff, who provided a summary explanation of her memorandum included in the packet.

ROTH/FRIEND MOVED TO SUPPORT THE BUDGET AS WRITTEN.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

10. NEW BUSINESS

- 10.A. Title 18.08 Edits
Memorandum PHC-25-009 from Port Administrative Supervisor as backup

Chair Siekaniec introduced the item by reading of the title and deferred to Port Administrative Supervisor Woodruff, who provided a summary explanation of her memorandum included in the packet. The Commission reviewed Title 18.08 in its entirety, considering suggested edits from both City Staff and the Commission. Ms. Woodruff recorded all of the suggested edits, adding that she would bring them back to the next Regular Meeting in June before the Commission forwards those recommendations to City Council.

- 10.B. Request from Homer Foundation to Relocate Giving Salmon Statue
Memorandum PHC-25-010 from Port Administrative Supervisor as backup

Chair Siekaniec introduced the item by reading of the title and deferred to Port Administrative Supervisor Woodruff, who provided a summary explanation of her memorandum included in the packet.

PITZMAN/ATWOOD MOVED TO RECOMMEND THE CITY MANAGER AND CITY STAFF WORK WITH THE HOMER FOUNDATION TO CREATE A PLAN TO RELOCATE THE GIVING SALMON STATUE TO THE AREA IN FRONT OF THE BOATHOUSE PAVILION.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

- 10.C. Land Allocation Plan
Memorandum from Community Development Director as backup

Chair Siekaniec introduced the item by reading of the title. There were no objections from the Commission regarding the Land Allocation Plan. Port Administrative Supervisor Woodruff noted that Community Development Director Engebretsen will attend the Commission's meeting in June to provide the full draft Land Allocation Plan.

11. INFORMATIONAL MATERIALS

- 11.A. May 2025 Port Operations Report
- 11.B. May City Manager's Reports to Council
CM's Report for May 12, 2025
FY25 Q3 Report
CM's Report for May 27, 2025

Chair Siekaniec noted the informational materials in the packet. There was no discussion.

12. COMMENTS OF THE AUDIENCE (3 minute time limit)

13. COMMENTS OF THE CITY STAFF

Deputy City Clerk Pettit noted that it was a good meeting.

Port Director Hawkins thanked the Commission for their comments and hard work.

Port Administrative Supervisor Woodruff thanked the Commission for acknowledging her hard work, adding that she even appreciates it when people disagree with her.

14. COMMENTS OF THE MAYOR

15. COMMENTS OF THE COMMISSION

Commissioner Bradshaw thanked City Staff and the Commission for their hard work.

Commissioner Atwood thanked everyone for their hard work.

Commissioner Pitzman echoed Mr. Atwood's comments regarding preparation and a good meeting.

Commissioner Friend noted that it was a good meeting, and thanked Chair Siekaniec for an efficient meeting. He added that property leasing is a big subject.

Commissioner Roth stated that it was a good meeting with a lot of information, and joked that the Commission should hold two meetings a month.

Commissioner Siekaniec thanked everyone, including former Commissioner Shavelson who started the initial property lease push. He suggested it might be good to get the City Clerk in sometime soon to train the newly appointed Commissioners regarding the Open Meetings Act and Robert's Rules of Order.

16. ADJOURNMENT

There being no further business to come before the Commission, Chair Siekaniec adjourned the meeting at 7:49 p.m. The next Regular Meeting is Wednesday, June 25, 2025 at 5:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Zach Pettit, Deputy City Clerk II

Approved: _____

1. CALL TO ORDER, 5:30 P.M.

Session 25-06, a Regular Meeting of the Port and Harbor Advisory Commission was scheduled to begin at 5:30 p.m. on June 25, 2025 in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

PRESENT: COMMISSIONERS ATWOOD & SIEKANIEC

ABSENT: COMMISSIONERS BRADSHAW, FRIEND, PITZMAN, ROTH, & VELSKO

CONSULTING: PORT DIRECTOR HAWKINS

STAFF: PORT ADMINISTRATIVE SUPERVISOR WOODRUFF & DEPUTY CITY CLERK PETTIT

2. ADJOURNMENT

Due to the lack of a quorum, no official business was conducted. The meeting was adjourned by Chair Casey Siekaniec at 5:37 p.m. The next Regular Meeting is Wednesday, August 27, 2025 at 5:30 p.m. A Worksession is scheduled for 4:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Zach Pettit, Deputy City Clerk II

Approved: _____

Port and Harbor Fund
Expenditure Report
Actuals through June 2025
100% Fiscal Year Elapsed

Current Fiscal Analysis

	Current Fiscal Analysis		
	FY25 ADOPTED BUDGET	FY25 YTD ACTUAL	
		\$	%
<u>Revenues</u>			
Administration	\$ 640,736	\$ 827,137	129%
Harbor	4,045,337	4,402,095	109%
Pioneer Dock	302,106	324,204	107%
Fish Dock	578,477	689,409	119%
Deep Water Dock	188,651	272,869	145%
Outfall Line	4,800	4,800	100%
Fish Grinder	7,390	6,670	90%
Load and Launch Ramp	130,000	124,604	96%
Total Revenues	\$ 5,897,497	\$ 6,651,788	113%
<u>Expenditures & Transfers</u>			
Administration	\$ 1,227,954	\$ 1,120,966	91%
Harbor	1,658,848	1,536,952	93%
Pioneer Dock	89,120	94,879	106%
Fish Dock	817,052	663,652	81%
Deep Water Dock	107,656	123,422	115%
Outfall Line	13,500	3,944	29%
Fish Grinder	45,150	19,297	43%
Harbor Maintenance	558,501	540,612	97%
Main Dock Maintenance	54,546	46,308	85%
Deep Water Dock Maintenance	65,046	56,376	87%
Load and Launch Ramp	141,549	129,803	92%
Total Operating Expenditures	\$ 4,778,920	\$ 4,336,212	91%
Transfer to Other Funds			
Leave Cash Out	\$ 49,513	\$ -	0%
GF Admin Fees	-	-	0%
Debt Service	-	-	0%
Other	380,573	-	0%
Total Transfer to Other Funds	\$ 430,086	\$ -	0%
Transfers to Reserves			
Harbor	\$ 688,491	\$ -	0%
Load and Launch Ramp	-	-	0%
Total Transfer to Reserves	\$ 688,491	\$ -	0%
Total Expenditures & Transfers	\$ 5,897,496	\$ 4,336,212	74%
Net Revenues Over(Under) Expenditures	\$ 0	\$ 2,315,576	

FUND 400 - PORT & HARBOR ENTERPRISE FUND				8/21/2025		
REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE				14% of FY elapsed		
A/C Num.	Revenue Categories & Descriptions	FY24	FY25	FY25 YTD		FY26
		7/1/23 - 6/30/24	7/1/24 - 6/30/25	ACTUAL		7/1/25 - 6/30/26
		ACTUAL	ACTUAL	\$	%	BUDGET
0600	HARBOR ADMINISTRATION					
4515	Ferry Lease	18,000	18,000	18,000	100.0%	18,000
4650	Rents & Leases	625,649	565,518	57,416	11.2%	511,000
	Operating Revenue - Admin	643,649	583,518	75,416	14.3%	529,000
4527	PERS Revenue	40,694	-	-		-
4634	Port Storage Fee	172,016	228,698	14,668	8.8%	166,000
4635	Port Impound Fee	2,017	1,020	-	0.0%	1,000
4705	Business Licenses	30	50	-		-
4801	Interest On Investments	140,244	(8,168)	-		-
4901	Surplus Property	-	1,220	-	0.0%	1,000
4902	Other Revenue	(0)	20,800	-	0.0%	44,793
	Non-Operating Revenue - Admin	355,001	243,620	14,668	6.9%	212,793
0601	HARBOR					
4245	Waste Oil Disp	-	300	-		-
4249	Oil Spill Recovery	-	-	-		-
4318	Parking Revenue	178,961	250,365	66,813	29.7%	225,000
4319	Electrical Supplies	1,014	1,193	-	0.0%	1,500
4402	Non Moving Fine	12,219	10,448	6,100		6,000
4624	Berth Transient Monthly	748,679	746,186	25,685	4.2%	612,544
4625	Berth Reserved	1,779,007	1,940,386	12,656	0.6%	1,974,495
4626	Berth Transient Annual	361,422	341,822	23,221	6.5%	359,430
4627	Berth Transient Semi Annual	152,941	150,266	13,854	8.2%	168,873
4628	Berth Transient Daily	170,279	193,593	5,994	3.6%	166,967
4629	Metered Energy	146,080	116,800	4,195	2.9%	146,080
4644	Pumping	-	163	-	0.0%	-
4645	Wooden Grid	4,912	10,359	254	5.1%	5,000
4646	Commerical Ramp	65,949	62,063	6,380	11.6%	55,000
4647	Berth Wait List	13,425	13,763	713	4.9%	14,573
4648	Steel Grid Fees	2,605	-	-	0.0%	-
4654	Spit Camping	208,244	209,576	72,068	36.0%	200,000
4663	Trans Energy 110v	45,349	34,621	6,131	14.6%	42,000
4664	Trans Energy 220v	29,451	24,629	2,654	12.1%	22,000
4665	Trans Energy 208v	193,837	148,143	2,808	1.8%	160,000
4666	Commerical Ramp Wharfage	67,069	56,973	7,029	16.3%	43,000
	Operating Revenue - Harbor	4,181,443	4,311,650	256,553	6.1%	4,202,462
4802	Penalty/Int	14,884	17,266	1,268	19.5%	6,500
4902	Other Revenue	67,272	73,179	6,327	10.4%	61,000
	Non-Operating Revenue - Harbor	82,156	90,446	7,595	11.3%	67,500

FUND 400 - PORT & HARBOR ENTERPRISE FUND				8/21/2025		
REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE				14% of FY elapsed		
A/C Num.	Revenue Categories & Descriptions	FY24	FY25	FY25 YTD ACTUAL		FY26
		7/1/23 - 6/30/24	7/1/24 - 6/30/25			7/1/25 - 6/30/26
		ACTUAL	ACTUAL	\$	%	BUDGET
0602	PIONEER DOCK					
4631	USCG Leases	40,495	40,228	3,360	9.6%	35,000
4637	Seafood Wharfage-PD	-	-	-		-
4638	PD Fuel Wharfage	193,311	227,073	31,827	12.0%	265,663
4639	Pioneer Dock - Wharfage	-	-	-		-
4641	PD Water Sales	6,908	6,365	894	9.9%	9,000
4642	PD Docking	45,052	50,538	4,815	11.5%	42,000
	Operating Revenue - Pioneer Dock	285,767	324,204	40,896	11.6%	351,663
0603	FISH DOCK					
4620	Ice Sales	341,209	316,385	228,290	76.1%	300,000
4621	Cold Storage	24,603	26,264	2,009	8.0%	25,000
4622	Crane Rental	201,470	198,538	31,520	16.6%	190,306
4623	Card Access Fees	5,933	5,881	572	10.0%	5,700
4637	Seafood Wharfage	24,621	19,742	1,324	7.4%	18,000
4700	Other Wharfage Fish Dock	68	-	-	0.0%	-
	Operating Revenue - Fish Dock	597,903	566,810	263,714	48.9%	539,006
4206	Fish Tax	78,772	122,599	0	0.0%	75,000
0604	DEEP WATER DOCK					
4633	Stevedoring	9,834	16,964	1,484	14.8%	10,000
4637	Seafood Wharfage	-	-	-	0.0%	-
4640	Deep Water Dock Wharfage	8,402	30,210	11,833	39.4%	30,000
4643	Deep Water Dock Docking	113,278	185,490	24,279	24.3%	100,000
4668	Dwd Water Sales	20,424	40,205	8,809	29.4%	30,000
4672	Port Security Revenues	-	-	-	0.0%	-
	Operating Revenue - DW Dock	151,937	272,869	46,405	27.3%	170,000
0605	OUTFALL LINE					
4704	Outfall Line	4,800	4,800	0	0.0%	2,400
0606	FISH GRINDER					
4706	Fish Grinder	10,393	6,670	0	0.0%	8,000
0615	LOAD AND LAUNCH RAMP					
4653	L & L Ramp Revenue	145,410	124,604	32,222	24.8%	130,000
	Operating Revenue - L & L Ramp	145,410	124,604	32,222	24.8%	130,000
	Total Revenues	6,537,231	6,651,788	737,471	12%	6,287,824
	Net Surplus (Deficit)	952,655	2,224,447	420,986		330,702

FUND 400 - PORT & HARBOR ENTERPRISE FUND				8/21/2025		
COMBINED EXPENDITURES				14% of FY elapsed		
A/C Num.	Expenditure Categories & Descriptions	FY24	FY25	FY25 YTD		FY26
		7/1/23 - 6/30/24	7/1/24 - 6/30/25	ACTUAL		7/1/25 - 6/30/26
		ACTUAL	ACTUAL	\$	%	BUDGET
Salaries and Benefits						
5101	Salary and Wages	1,379,157	1,505,496	118,888	8.1%	1,474,019
5102	Fringe Benefits	884,305	799,599	40,345	4.7%	858,864
5103	Part-time Wages	122,103	173,031	26,586	21.1%	126,241
5104	Part-time Benefits	14,232	20,388	3,182	9.6%	33,066
5105	Overtime	29,580	35,168	3,982	9.4%	42,416
5107	Part-time Overtime	460	784	340	8.8%	3,879
5108	Unemployment Benefits	4,932	1,606	-	0.0%	-
5112	PERS Relief	40,694	-	-	0.0%	-
Total Salaries and Benefits		2,475,462	2,536,071	193,323	7.6%	2,538,485
Maintenance and Operations						
5201	Office Supplies	4,040	4,813	20	0.4%	5,410
5202	Operating Supplies	26,337	40,350	1,291	4.5%	28,875
5203	Fuel and Lube	49,017	44,116	-	0.0%	35,750
5204	Chemicals	4,408	2,133	-	0.0%	3,000
5207	Vehicle and Boat Maintenance	33,396	21,374	104	0.4%	29,250
5208	Equipment Maintenance	62,505	68,676	2,860	2.7%	106,850
5209	Building & Grounds Maintenance	40,523	85,335	-	0.0%	58,750
5210	Professional Services	19,760	22,203	900	2.3%	38,625
5211	Audit Services	47,868	50,922	-	0.0%	44,592
5213	Survey and Appraisal	17,500	-	-	0.0%	12,500
5214	Rents & Leases	4,563	5,828	540	7.7%	7,000
5215	Communications	12,981	13,411	-	0.0%	11,000
5216	Freight and Postage	2,028	588	-	0.0%	5,500
5217	Electricity	654,842	556,404	-	0.0%	682,326
5218	Water	138,976	171,989	27,862	18.7%	148,874
5219	Sewer	12,383	12,639	3,264	29.3%	11,121
5220	Refuse and Disposal	52,288	33,978	-	0.0%	62,300
5221	Property Insurance	106,791	116,336	-	0.0%	127,970
5222	Auto Insurance	10,907	11,950	-	0.0%	13,145
5223	Liability Insurance	86,006	98,148	-	0.0%	110,567
5226	Testing and Analysis	4,073	3,944	-	0.0%	7,000
5227	Advertising	6,888	3,268	-	0.0%	6,850
5228	Books and Subscriptions	-	-	-	-	-
5231	Tools and Equipment	5,214	61,615	-	0.0%	17,200
5234	Record and Permits	-	1,004	-	0.0%	4,000
5235	Membership Dues	6,085	6,707	-	0.0%	8,425
5236	Transportation	2,201	4,933	-	0.0%	4,000
5237	Subsistence	663	1,056	-	0.0%	3,000
5238	Printing and Binding	282	-	-	0.0%	3,000
5248	Lobbying	20,803	25,950	-	0.0%	72,000
5249	Oil Spill Response	-	-	-	0.0%	850
5250	Camera Area Network	214	17,336	1,837	10.2%	18,000
5252	Credit Card Expenses	132,100	115,551	-	0.0%	136,000

FUND 400 - PORT & HARBOR ENTERPRISE FUND				8/21/2025		
COMBINED EXPENDITURES				14% of FY elapsed		
A/C Num.	Expenditure Categories & Descriptions	FY24	FY25	FY25 YTD		FY26
		7/1/23 - 6/30/24	7/1/24 - 6/30/25	ACTUAL		7/1/25 - 6/30/26
		ACTUAL	ACTUAL	\$	%	BUDGET
5256	Waste Oil Disposal	39,136	23,062	-	0.0%	35,000
5258	Float and Ramp Repairs	15,624	16,285	295	0.8%	35,000
5287	Electrical Supplies	-	-	-	0.0%	1,785
5601	Uniform	11,574	9,732	-	0.0%	7,700
5602	Safety Equipment	7,332	10,123	330	2.3%	14,250
5603	Employee Training	32,999	36,107	-	0.0%	45,200
5606	Bad Debt Expenses	58,210	54,365	(719)	-1.4%	50,000
5608	Debt Payment-Interest	-	-	-		-
5624	Legal Services	4,388	8,172	-	0.0%	100,000
5627	Port Security	-	1,876	-	0.0%	-
5635	Software	3,200	3,127	6,457	161.4%	4,000
5637	Diving Services	30,945	2,299	-	0.0%	27,000
5638	Signage Parking Delineation	37,294	58,203	12,758	134.3%	9,500
	Total Maint. and Operations	1,806,344	1,825,906	57,798	2.7%	2,153,164
	C/O and Transfers					
5106	Leave Cash Out	73,867	-	-	0.0%	59,849
5241	GF Admin Fees	-	-	-		-
5990	Transfers To	1,228,904	65,364	65,364	5.4%	1,205,623
	Total Others	1,302,770	65,364	65,364	5.2%	1,265,473
	Total	5,584,576	4,427,341	316,485	5.3%	5,957,122



Memorandum

To: Port and Harbor Advisory Commission
From: Amy Woodruff, Port Administrative Supervisor
Date: August 21, 2025
Subject: August Staff Report

Homer Harbor Expansion

Geotechnical drilling is scheduled for September, and the USACE ship simulation in Vicksburg will take place some time this fall. As a part of ship simulation, two ships captains will pilot through multiple design iterations for the tentatively selected plan and help to inform how the design comes together. I've attached the full update that was provided to Council at their August 11th meeting.

Denali Commission Grant - System 4 Float Replacement Design & Permitting

The design for float replacement is 50% complete and includes one additional float 'BB' on the Launch Ramp side of the system. The design includes some additional transient moorage and 40' slips on System 4, which should help reduce congestion and wait list times. The City will release an RFP for the project as a phased design-build some time in the coming months. Design and permitting can be completed with existing funding, and continuing on to the build phase will be contingent on receiving PIDP funds for construction or identifying another funding source.

FY25 Port Infrastructure Development Program (PIDP) Application

The PIDP application is progressing well, draft narrative is complete and we'll be submitting the full package to the Maritime Administration (MARAD) on September 10th. Notice of awards from MARAD is anticipated in December of 2025.

Staff Divers

Three harbor staff who have past training and experience as divers have completed a work diver certification program and are now able to work on Harbor floats. This increase to our in-

house capabilities should help keep costs down and improve our response time to harbor infrastructure issues like water leaks and damaged floats.

Attachments

Project Updates

HDR update to City Council August 11, 2025

2025 Commission Calendar & City Council Meeting Calendar



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4311 Freight Dock Road

Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

Port & Harbor Special Project Status Updates Aug. 2025

Paid Parking Program Planning & Permitting	Project in progress	Working with ADOTPF to update TORA to allow for paid parking
Ice Metering System	Project Contract Awarded	Engineering schematics delivered, panels have shipped, winter install.
System 4 Float Replacement Design & Permitting	Design in Progress	Design at 50%, Design-build RFP under review for release soon
Steel Grid Repair or Replacement	Design Contract Awarded	RESPEC Engineering awarded contract for evaluation and design
Run Electricity to Camera Poles at Ramps 1-5	Project Complete	Next step will be to fund installation of cameras
Refloat DD Float	Project in Progress	Install in progress with staff dive team
Crane Control Software	Project Funded	Exploring Software Options
Handheld Computer Replacement	Project Funded	Trialing new computers with harbor inventory now
Repairs to Fish Dock Fendering	Project Funded	Identifying suppliers for fendering
High Mast Light Inspection and Service (2 lights)	Seeking Project Funding	Project partially funded in capital budget. Identified lights, planned for this fall.

Status Categories:

Seeking design funding Design funded Design Contract Awarded Design in progress Design complete	Seeking project funding Project Funded Project Contract Awarded Project in Progress Project Complete
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Agenda

Project: Homer Harbor Expansion

Subject: City Council Quarterly Update

Date: Monday, August 11, 2025

Location: Virtual

Talking Points

1. Study Status

- a. USACE Tentatively Selected Plan Milestone Meeting (July 23, 2025)
- b. Resulted in Alternative 2 being selected as the TSP moving forward
- c. PDT is now finalizing parts of the draft Feasibility Report – Schedule to release September 22, 2025. This date may flex though.
- d. TSP Milestone Meeting resulted in uncertainty in whether the TSP reflects the Locally Preferred Plan or the Comprehensive Benefits Plan. This is being workshopped by the USACE economics team. Results are needed prior to release of the draft feasibility study.
- e. Discussion was had about potential policy shifts in the USACE (HQ) that may require additional design requirements in the Feasibility Study. We are monitoring developments as USACE (District) seeks clarity on the matter.

2. Notes on the TSP

- a. Alternative 2 refers to the fleet.
- b. A harbor concept is designed around that fleet which is intended to minimize the footprint of the harbor.
- c. Design of the iterative and will progress. The fleet (Alternative 2) defines the space needed for the harbor.
- d. Major items that may affect large design shifts in the study include
 - i. Results of the geotechnical investigation (September 2025)
 - ii. Results of the ship simulation study (August or September 2025)

3. What's Next for the Study?

- a. Draft Feasibility Study is presently scheduled for release in September 2025. Components will include:
 - i. Problem Statement
 - ii. Initial screening of alternatives and measures
 - iii. Development of alternatives
 - iv. Analyses that determined the TSP (economics, cultural, environmental, real estate, H&H (design), coastal modeling, etc.)
- b. 30 day public review period – all comments submitted during this review period will be addressed by the USACE.

- i. What is the review period for? General feedback, comments, suggestions, aspects of the study that the USACE may have missed should all be submitted during this comment period
- c. City will actively publicize the public review period through multiple channels. Additionally, we have had preliminary discussions with staff about potentially hosting a joint work session with City Council and Port & Harbor Commission to review the study results. If done, this would be scheduled near the time of the study release.

4. What's Next for HDR?

- a. Phase 1 work has sunset. Tied to the TSP Milestone Decision
- b. HDR is developing a scope of work for Phase 2 for City Leadership to review and decide a path forward
 - i. Phase 2 scope will include continued community communication support, large capital improvement financial planning support (i.e., how will the project of this size be funded?), LSF project implementation planning (i.e., more detailed cost estimating, phased project(s) planning, regulatory planning)
- c. HDR will continue to support the City through its WIK contract which is to support the USACE engineering/modeling component of the study.



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2025 Council Meetings

Date	Commission Report	Commissioner
January 27 th	January Meeting	Casey Siekaniec
February 10 th	--	Jared
February 24 th	--	Lacey Velsko
March 10 th	February Meeting	Will Roth
March 24 th	--	Will Roth
April 14 th	March Meeting	Lacey Velsko
April 28 th	April Meeting	Lacey Velsko
May 12 th	--	Bruce Friend
May 27 th (Tuesday)	--	Dave Atwood
June 9 th	May Meeting	Casey Siekaniec
June 23 rd	--	Dave Atwood
July 28 th	June Meeting	
August 11 th	--	
August 25 th	--	
September 8 th	August Meeting	Dave Atwood
September 22 nd	--	
October 13 th	September Meeting	
October 27 th	October Meeting	
November 10 th	--	Will Roth
November 24 th	November Meeting	

PHC Meeting Date <i>all meetings start at 5:30 pm</i>	
January 22 nd	Quarterly Statistics Review Strategic Plan Clerk Reappointment Notices sent out
February 26 th	*Terms expire February 1 st Approve Strategic Plan
March 26 th	
April 23 rd	Quarterly Statistics Elections of Officers Budget Review with Finance Director
May 28 th	
June 25th	Title 21 rewrite with Agnew::Beck Land Allocation Plan with Community Development Director Engebretsen
July 23rd - Cancelled	Cancelled
August 27 th	Land Allocation Plan Capital Improvement Plan Title 21 rewrite with Agnew::Beck, 2 nd meeting
September 24 th	Introduce proposed tariff changes Introduce proposed edits to Title 10 Quarterly Statistics
October 22 nd	Quarterly Statistics End-of-Season Review with Harbormaster Clarke Proposed Tariff Changes – 2 nd meeting Approve 2026 Meeting Schedule
November 12 th	Seattle Fish Expo Nov 20-22, should not present a conflict this year
December 10 th	Annual update on long-range planning for Spit Erosion



MEMORANDUM

Amending Homer City code 18.08 City Property Leases to provide clarification on procedures and processes regarding applications, review, approval, evaluation, termination, competitive bidding requirements, and lease rental rates

Item Type: Action Item
Prepared For: Port and Harbor Advisory Commission
Date: June 18, 2025
From: Amy Woodruff, Port Administrative Supervisor
Through: Bryan Hawkins, Port Director

At the May 28, 2025 Port and Harbor Advisory Commission Meeting, Commissioners reviewed proposed changes to Lease code. Commissioners dismissed some suggestions and made recommendations to staff for additional changes. This table summarizes the proposed changes to City Code that remain after accounting for comments made at that meeting. Corresponding changes to the Base Lease Template and City of Homer Fee schedule are presented separately.

Requested Action: Review the updated table of proposed changes and the draft ordinance and make a motion of support to the City Council for editing City Code 18.08 Leases.

City Code	Base Lease	Recommendation	Justification
18.08.005 Purpose	Recitals	No recommended changes	N/A
18.08.010 Definitions	1.01 Definitions	No recommended changes	N/A
18.08.020 Land Allocation Plan	N/A	No recommended changes	N/A
18.08.030 Standardized Leases	N/A	No recommended changes	N/A

18.08.040 Council Approval of Leases	N/A	In section (a) remove “All leases on the Homer Spit shall receive advisory review by the Port and Harbor Advisory Commission prior to submission to the Council or the City Manager for approval. The Council and the City Manager may forego this requirement if either finds time is of the essence or if the best interests of the City require otherwise for the leasing activity. This requirement does not apply to subleases.”	Lease applications and Lease proposals will receive review by PHC under sections .045 and .050 prior to going to Council for approval. The commission can provide suggestions for lease terms at that time. After an application or proposal is reviewed by PHC and approved by CC, City Staff and the City Attorney will prepare a lease agreement taking into account any recommendations from PHC and CC. The lease agreement will still be subject to approval of Council under this section prior to being signed.
18.08.045 Lease Applications	N/A	In section (a) remove “to the City Clerk”	Applications are now processed through the Port & Harbor office.
18.08.050 Requests for Proposals	N/A	In section (e), change “the next most responsive proposer” to “other responsive proposers in order of their respective rankings” and remove sentence requiring all bids to be rejected	This change aligns with City RFP policy for Procurement used for purchases (3.16.110(g)) and allows for flexibility if we have multiple responsive and responsible proponents. We are not required to negotiate with all proponents if we do not want to.
18.08.060 Criteria for evaluating and approving proposals and competing lease applications	N/A	Move section (b) to 18.08.075 Lease Rental Rates Add reference to “irregularities” in section (a)	Since that discussion discusses rental rates, not criteria for evaluating proposals, it’s a better fit there. This word is defined in 18.08.010 but not used anywhere else in 18.08. Adding it here will clarify the difference between minor errors and omissions that would make a proposal non-responsive.
18.08.065 Lease Application and Proposal Documents	N/A	Correct “Lease Allocation Plan” to “Land Allocation Plan	This is the correct term for this plan.
18.08.070 Notice to Award	N/A	In section (a), change the method of City Manager recommendation from a memorandum to a resolution.	Approval of a memorandum is difficult to track in the historical record. Approval via resolution is the procedure used in procurement when awarding a contract to a successful bidder.

18.08.075 Lease Rental Rates	4.01 Base Rent	Incorporate 18.08.160 (b) in this section	Better fit in this section since it discusses rental rates.
18.08.080 Lease Execution and Final Approval	N/A	No recommended changes	N/A
18.08.090 Development and Use	Article 6 Use and Improvement of Property Article 7 Care and Use of the Property	No recommended changes	N/A
18.08.100 Appraisal	4.02 Rent Adjustments	In section (b) remove “for short term leases,” allowing the City Manager to waive the requirement of an appraisal at his or her discretion.	Appraisals are a useful tool but following code as written can result in appraising a property three times or more in a 5-year period. Recommend introducing the opportunity for City Manager to waive the appraisal requirement for cost saving.
18.08.110 Options to Renew	3.05 Options to Extend Lease Term	Change references in title and section (a) from “Options to renew” to “options to extend lease term” Add section (d) indicating that requests to extend must be submitted and acknowledged in writing by the City Manager to be exercised.	Use consistent terms. Provides consistent record when options to extend have been exercised or not.
18.08.120 Improvements	Article 6 Use and Improvement of Property	No recommended changes	N/A
18.08.130 Lease Renewal	3.02 Lease Renewal	Update references to a “renewal” in this section of code to refer to a “non-competitive new lease”.	“Renewal” is used in different contexts to refer to (a) options to extend existing leases and (b) new leases for a property after a tenant’s lease expires with no options to extend. Consistent language reduces confusion.

18.08.140 Sublease	Article 8 Assignment and Sublease	Remove “and approved by Council” from 18.08.140(A) of HCC Amend existing Leases to require consent of “the City Manager” for sublease rather than Council	Staff recommend transitioning to approval of subleases by City Staff. Subleases are subject to the terms and conditions of the prime lease, which is approved by Council. Subleases cannot grant any additional rights not granted by the prime lease. Subleases tend to change hands frequently. Allowing for approval by Staff will reduce delays and increase compliance with the policy.
18.08.150 Early Termination	12.02 Landlord’s Remedies	Remove the requirement that these meetings be held in Executive Session.	It’s always an option to hold meetings in executive session, but it need not be a requirement. We must provide the public with some information on the content of a council meeting, even if it goes in to Executive Session.
18.08.160 Assignment	Article 8 Assignment and Sublease	No recommended changes	N/A
18.08.170 Insurance	9.04 Insurance Requiremen ts	In section (a), update the term “public liability insurance” to “general liability insurance” and add the requirement of a waiver of subrogation.	“General Liability Insurance” is the term more commonly used today. A Waiver of Subrogation provides additional protection to the City and is also specified in the Base Lease Template.
18.08.175 Exception – Leasing to Government Entities	N/A	No recommended changes	N/A
18.08.180 Assessments – Capital Improvement Projects	4.03 Taxes, Assessments and Other Governmental Charges	No recommended changes	N/A
18.08.190 Connection to Utilities	4.04 Utility Charges	No recommended changes	N/A
18.08.195 Processing and Filing Fees	N/A	No recommended changes	N/A

18.08.200 Time is of the Essence	N/A	No recommended changes	N/A
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**CITY OF HOMER
HOMER, ALASKA**

City Manager / Port Director

ORDINANCE 25-xx

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
AMENDING HOMER CITY CODE 18.08 CITY PROPERTY LEASES TO
PROVIDE CLARIFICATION ON PROCEDURES AND PROCESSES
REGARDING APPLICATIONS, REVIEW, APPROVAL, EVALUATION,
TERMINATION, COMPETITIVE BIDDING REQUIREMENTS, AND
LEASE RENTAL RATES.

WHEREAS, The section of City Code pertaining to Leases contains some provisions that
use conflicting terms; and

WHEREAS, Other provisions can result in delays, inefficiencies, or unnecessary
expenses to the City or to Lessees if enforced rigidly; and

WHEREAS, on June 25, 2025, the Port and Harbor Advisory Commission reviewed
recommended changes to code and [REDACTED]; and

WHEREAS, Making the recommended to changes to code will improve clarity and
streamline process.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code 18.08.040 Council approval of leases, is hereby amended
to read as follows:

18.08.040 Council approval of leases

a. All long-term leases for more than five years shall be approved by Council via ordinance. All
long-term leases for five years or less shall be approved by Council via resolution. All leases
on the Homer Spit shall receive advisory review by the Port and Harbor Advisory Commission
prior to submission to the Council or the City Manager for approval. The Council and the City
Manager may forego this requirement if either finds time is of the essence or if the best
interests of the City require otherwise for the leasing activity. This requirement does not
apply to subleases.

b. The City Manager may execute short-term leases without Council approval when the City
Manager determines that a short-term lease is in the best interest of the City and notifies the
Council in writing of the short-term lease and its essential terms.

c. Short-term leases are not required to go through the competitive bidding process unless the short-term lease would result in the lease of City-owned property to the same lessee for more than one consecutive year.

d. Except as expressly provided in this chapter, property leased by the City from a third party that is available for sublease or the lease of space in City-owned buildings located on real property owned by a third party is exempt from this chapter.

Section 2. Homer City Code 18.08.045 Lease applications, is hereby amended to read as follows:

18.08.045 Lease applications

a. Except for property subject to competitive bidding under this chapter, persons interested in leasing City property may submit a lease application to the City Clerk. The City Manager shall consider all applications and determine if an application is complete and meets the criteria identified in the land allocation plan and in HCC 18.08.060. **The City Manager shall submit any recommendation for approval of an application under this chapter for property located on the Homer Spit to the Port and Harbor Advisory Commission for review and comment prior to recommending an application to Council.**

b. When the City receives more than one lease application for a parcel that meets the criteria established for that parcel in the land allocation plan, the City Manager shall evaluate the applications using the criteria in HCC 18.08.060 and award the lease most advantageous to the City. If both applicants are equally advantageous to the City, the City Manager shall award the lease to the applicant who submitted a completed application first.

c. Applicants may be charged a nonrefundable lease application fee as set forth in the City of Homer fee schedule.

Section 3. Homer City Code 18.08.050 Requests for proposals – Competitive bidding process, is hereby amended to read as follows:

18.08.050 Requests for proposals – Competitive bidding process

a. The City Manager may issue a request for proposals to lease specific property identified in the land allocation plan at any time after posting the notice required in HCC 18.08.020(f).

b. A request for proposal advertised by the City must identify the property description of the property available for lease, the time frame for the submission of requests for proposals, any preferred uses or industries, and the overall criteria the City intends to use to score and rank proposals.

c. The City Manager must obtain approval from the Council before requesting proposals to lease property not identified in the land allocation plan as property available for lease.

d. The City Manager shall consider all responses to the City's request for proposals that are timely, responsible and responsive. Untimely submissions shall be rejected. The City Manager reserves the right to reject any and all proposals in the City's best interest.

e. The City Manager may rescind a notice to award at any time prior to the execution of a lease if the proposer can no longer meet the terms of the proposal. If the City Manager rescinds a notice to award, the City Manager may negotiate with ~~the next most responsive proposer~~ **other responsive proposers in order of their respective rankings** and submit a new recommendation for award to Council under HCC 18.08.070 and Council may approve the award of the proposal to that recommended proposer. ~~If negotiations with the next most responsive bidder are unsuccessful, all bids must be rejected and a new request for proposal may be issued.~~

f. The Council may approve other bidding or proposal procedures or exceptions to these procedures via resolution.

Section 4. Homer City Code 18.08.060 Criteria for evaluating and approving proposals and competing lease applications, is hereby amended to read as follows:

18.08.060 Criteria for evaluating and approving proposals and competing lease applications

a. The criteria for evaluating proposals shall include, but are not limited to, the following:

1. Compatibility with neighboring uses and consistency with applicable land use regulations including the Comprehensive Plan;

2. The development plan including all phases and timetables;

3. The proposed capital investment;

4. Experience of the applicant in the proposed business or venture;

5. Financial capability or backing of the applicant including credit history, prior lease history, assets that will be used to support the proposed development;

6. The number of employees anticipated;

7. The proposed rental rate;

8. Other financial impacts such as tax revenues, stimulation of related or spin-off economic development, or the value of improvements left behind upon termination of the lease;

9. Other long-term social economic development; and

10. The residency or licensure of the applicant in the City, Kenai Peninsula Borough, and/or the State of Alaska, as identified in the City's request for proposal and permitted under State and Federal law.

~~b. Determination of rent shall take into consideration the following factors:~~

- ~~1. Appraisal or tax-assessed valuation;~~
- ~~2. Highest and best use of land;~~
- ~~3. Development (existing and planned);~~
- ~~4. Economic development objectives;~~
- ~~5. The location of the property; and~~
- ~~6. Alternative valuation methodologies as negotiated by both parties.~~

Section 5. Homer City Code 18.08.070 Notice to award, is hereby amended to read as follows:

18.08.070 Notice to award

a. Upon a determination that a proposal meets the criteria under HCC 18.08.060, the City Manager shall recommend the proposal to Council for acceptance. If Council approves the recommendation, the City Manager shall issue a notice to award the lease to the successful proposer. The City Manager's recommendation shall be presented to Council in a written memorandum identifying the recommended winning proposer, the property description, the essential terms of the proposed lease, and the reasons the City Manager recommended the award.

b. The City Manager shall submit any recommendation for approval of a proposal under this chapter for property located on the Homer Spit to the Port and Harbor Advisory Commission for review and comment prior to recommending a proposal to Council.

c. If the Council adopts the City Manager's recommendation, the City Manager shall negotiate with the selected proposer and present a final lease to the Council for approval **under HCC 18.08.040**. A notice of tentative award is conditional upon the City Manager's successful negotiation of a final written lease consistent with the terms upon which the award was based.

d. The City Manager may rescind a notice to award. A notice to award becomes void on the date the City Manager provides written notice to the proposer that the award has been rescinded.

Section 6. Homer City Code 18.08.075, Lease rental rates, is hereby amended to read as follows:

18.08.075, Lease rental rates

a. Except as otherwise provided in this section, all property shall be leased at no less than “fair market rent.” **Determination of rent shall take into consideration the following factors:**

1. Appraisal or tax assessed valuation;

2. Highest and best use of land;

3. Development (existing and planned);

4. Economic development objectives;

5. The location of the property; and

6. Alternative valuation methodologies as negotiated by both parties.

b. Payments of a higher than fair market rent resulting from a proposal or lease application is generally in the public interest and will help to establish fair market rent using current market forces.

c. The Council may establish a minimum rent or “asking price.” It may set a minimum rent at an amount equal to or higher than the estimated “fair market rent” if it finds that it is in public interest to do so. It may set uniform rental rates for a class of similar properties that remain available for leasing after the conclusion of a competitive lease offering.

d. Except as otherwise provided in this chapter, Council may approve a lease of City land for less than fair market rent only if the motion approving the lease contains a finding that the lease is for a valuable public purpose or use, and a statement identifying such public purpose or use.

e. The lease shall provide for payment of interest or a late fee for rent past due, and provide for recovery by the City of attorneys’ fees and costs to the maximum extent allowed by law in the event the City is required to enforce the lease in court, and such additional provisions pertaining to defaults and remedies as the City Manager may determine to be in the City’s interest.

f. Lease amount to be adjusted annually based on the Anchorage Consumer Price Index.

Section 7. Homer City Code 18.08.100, Appraisal, is hereby amended to read as follows:

a. An appraisal of the fair market rent of the property will be required before final approval of a new lease or the transfer of a lease and within two years prior to the renewal of a lease.

b. The requirement of an appraisal may be waived at the discretion of the City Manager for ~~short-term~~ leases.

c. All leased properties shall be appraised every five years from the effective date of the lease. The City may choose to have the property appraised at less than five-year intervals in order to appraise multiple properties at one time. An increase in rental rates resulting from appraisals occurring in less than five years from the last appraisal shall not be applied prior to date of appraisal permitted under this section or the effective date of the transfer or renewal of a lease.

d. Except as otherwise provided under this section or in a specific lease, lease rates shall be increased on the anniversary of the lease effective date to reflect property appraisal values. A lessee shall be notified of any increase in the appraised value of the property at least 30 days before the increased rental rate becomes effective.

e. In the event an appraisal reports a decrease in fair market rent, a lessee may petition or the City Manager may recommend to Council a reduction in the lease rate. Council may approve a reduction if it determines via resolution that such reduction corresponds with the appraised fair market rent and is in the City's best interest.

f. Each year, the City will select and retain an appraiser to appraise all leased City-owned property due for appraisals in that year. The City will have sole discretion to select the appraiser and bears the cost of the appraisal.

Section 8. Homer City Code 18.08.110 Options to renew, is hereby amended to read as follows:

18.08.110 Options to ~~renew~~ **extend lease term**

a. Leases may contain no more than two options to ~~renew~~ **extend the lease term** and each option must not exceed 25 percent of the length of the initial lease term.

b. A lessee may not exercise an option to ~~renew~~ **extend a lease term** unless the City Manager determines that the lessee is in full compliance with the terms of the lease at the time of renewal. **Options to extend lease terms must be exercised in writing.**

c. A lessee whose initial lease and all options have expired shall have no automatic right of ~~further~~ renewal or **further** extensions.

Section 9. Homer City Code 18.08.130 Lease renewal, is hereby amended to read as follows:

18.08.130 Lease renewal Non-Competitive Process to award a new lease to an existing lessee

a. Council, upon written recommendation by the City Manager, may exempt the renewal of a lease a property from competitive bidding **at the end of a lease term and enter into a new lease with the existing lessee** if Council finds such exemption serves the City's best interests.

b. A lessee seeking to enter into a new lease with the City exempted from competitive bidding under this section must submit a lease application and a written request for a new lease to the City Manager at least 12 months but no more than 18 months prior to the expiration of the existing lease. The City Manager shall notify Council of new lease requests under this section. The City will review the application but is under no obligation to enter into a new lease.

c. If Council approves the new lease without a competitive process, it must do so by resolution within six months prior to the date of lease termination.

d. Council shall consider the following factors when determining whether to exempt a lease from competitive bidding under this section:

1. Lessee's past capital investment and binding commitment to future capital investment;
2. Lessee's financial condition and prior lease history;
3. The number of persons employed and the prospect for future employment;
4. Tax revenues and other financial benefits to the City anticipated in the future if the lease is renewed;
5. Consistency of past use and intended future use with all applicable laws, including land use codes and regulations, the Comprehensive Plan, and overall economic development plan;
6. Other opportunities for use of the property that may provide greater benefit to the City; and
7. Other social, policy, and economic considerations as determined by Council.

Section 10. Homer City Code 18.08.140, Sublease, is hereby amended to read as follows:

18.08.140 Sublease

a. City property may be subleased if expressly permitted in the lease agreement ~~and approved by Council.~~

b. Except as provided otherwise in the lease agreement, all subleases must be in writing, executed by the parties, and approved by the City Manager or their designee.

c. Approval must be granted prior to occupancy of the leased premises by a subtenant.

d. Subleasing shall not be used to transfer substantially all of a leasehold interest.

e. All subleases must comply with all applicable Federal, State, and local laws.

Section 11. Homer City Code 18.08.150, Early termination, is hereby amended to read as follows:

18.08.150 Early termination

Except as provided otherwise in the lease agreement, Council shall approve the termination of a lease for failure to comply with the lease terms. The City Attorney shall be consulted prior to termination of a long-term lease for failure to comply with lease terms. The City Manager may only terminate a lease for failure to comply with the lease terms after receiving Council approval to do so. ~~The City Manager shall seek approval to terminate under this section in executive session. The name of lessee and description of the leased property shall not be included in any public notices or documents circulated by the City unless and until Council approves termination of the lease under this section.~~ The City Manager shall notify a lessee in writing that Council will be considering termination of the lease and provide the date, time, and place of the meeting at which Council will consider such termination. ~~Lessee may waive the right to confidentiality under this section and request Council hold its discussion of termination in public. This section shall not prevent the City from sending lessee, or other parties with an interest in the lease, notifications and/or correspondence related to the lease or lessee's compliance with its terms.~~

Section 12. Homer City Code 18.08.170, Insurance, is hereby amended to read as follows:

18.08.170 Insurance

a. All lessees shall keep in force for the full term of the lease ~~public~~ **general** liability insurance in the amount of not less than \$1,000,000 coverage per occurrence for bodily injury, including death, and property damage. The City shall be named as an additional insured **with waiver of subrogation.**

b. Lessees who intend to conduct activities which could potentially have significant risk of environmental contamination shall also obtain not less than \$2,000,000 in environmental impact insurance and/or environmental clean-up policy, or the equivalent subject to review and approval by the City Manager. The City shall be named as an additional insured. The City will determine on a case-by-case basis whether a lease of City property will involve a significant risk of environmental contamination due to the use of the property, the presence of hazardous materials, or the location of the property.

c. Certificates of insurance showing the required insurance is in effect and identifying the City as an additional insured shall be provided to the City at the time a lease becomes effective and annually thereafter, and upon every change in insurance provider or insurance coverage.

d. All insurance policies must be in effect for the duration of the lease term, or longer if stated in the lease, and the City must be notified of any changes to policies.

e. Insurance requirements that exceed those required in this section may be imposed in the terms of a lease agreement.

Section 13. This Ordinance is of a permanent and general character. and shall be included in the City Code.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this ____ day of _____, 2025.

CITY OF HOMER

RACHEL LORD, MAYOR

ATTEST:

RENEE KRAUSE, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

377 First Reading:
378 Public Hearing:
379 Second Reading:
380 Effective Date:

DRAFT



MEMORANDUM

Land Allocation Plan

Item Type: Action Item
Prepared For: Port and Harbor Advisory Commission
Date: August 20, 2025
From: Julie Engebretsen, Community Development Director

Requested Action:

Move to recommend the 2025 Land Allocation Plan with staff amendments.

Review the Draft Section A of the plan, Lands Available for Lease. Staff recommended changes are noted, as well as the property where all lease options have expired. Does the Commission agree with the changes, and are there any other comments/recommendations? General comments are welcome. Recommendations to Council should be by motion.

Background

Homer City Code Title 18.08 regulates city property leases. Each year, the City Council reviews and passes a resolution on which lands should be available for lease. Most City leasing occurs on the Spit and at the airport terminal. The Port and Harbor Commission usually provides the most detailed comments about the Spit, as they typically are most familiar with area operations and long-term leases. The Port and Harbor and Economic Development Commissions provide comments by memorandum to the Council. The kinds of comments that code solicits include: which parcels should be available for lease, the lease rate, preferred length of the lease term, and any requirements, preferences or restrictions regarding use and or development.

Requested Actions:

1. Review the Draft Section A, Lands Available for Lease, and make recommendations to Council by motion.

Attachments:

1. HCC 18.08.020
2. Draft Resolution
3. Draft Plan

18.08.020 Land allocation plan – Property available for lease.

- a. Unless dedicated or reserved to another purpose, all real property including tide, submerged or shore lands to which the City has a right, title and interest as owner or lessee, or to which the City may become entitled, may be leased as provided in this chapter. In the case of any conflict between this chapter and any local, State or Federal law governing the leasing of City tide and submerged lands, the law governing the leasing of City tide and submerged lands shall prevail.
- b. The City administration shall maintain a list of all City-owned properties authorized for lease by Council. This list shall be adopted annually and contain the information required under this chapter. The list may be called the land allocation plan and will be made available to the public at the City Clerk's office.
- c. Council shall adopt a land allocation plan that identifies:
 - 1. City-owned property available for lease;
 - 2. The property description, lease rate, preferred length of the lease term for each available parcel; and
 - 3. Any requirements, preferences or restrictions regarding use and/or development.
- d. Council may identify property in the land allocation plan that is subject to competitive bidding. Property subject to competitive bidding in the land allocation plan need only identify the property description in the land allocation plan but all other terms required in subsection (c) of this section shall be identified in the request for proposal for such properties.
- e. Prior to the adoption of the land allocation plan, Council shall hold a work session. Commission members and City staff may provide recommendations to Council during the work session regarding City-owned property available for lease and the terms of such leases.
- f. The City shall provide public notice of the adoption of the land allocation plan and the City-owned real property available for lease no more than 60 days after its adoption.
- g. All uses and activities on City-owned real property available for lease are subject to all applicable local, State, and Federal laws and regulations.
- h. The Council may restrict specific City-owned properties to certain uses or classes of use that serve the City's best interest. [Ord. [18-16\(S\)\(A\)](#) § 1, 2018]

**CITY OF HOMER
HOMER, ALASKA**

City Manager

RESOLUTION 25-xx

**A RESOLUTION OF THE HOMER CITY COUNCIL APPROVING THE
CITY OF HOMER 2025 LAND ALLOCATION PLAN.**

WHEREAS, Chapter 18.08.020(c) requires the City to adopt a Land Allocation Plan; and

WHEREAS, The Port and Harbor and Economic Development Advisory Commissions reviewed the draft Land Allocation Plan; and

WHEREAS, The City Council discussed the Land Allocation Plan during a Committee of the Whole meeting on _____ 2025; and

Whereas, Overslope development around the harbor is expensive and has garnered limited interest that fits within the space allotted; and

Whereas, the least for 4460 Homer Spit Road, T 7S R 13W SEC 1 SEWARD MERIDIAN HM 0920050 HOMER SPIT SUB NO TWO AMENDED LOT 88-2, is expiring and has no options to renew;

Whereas, the City Council may determine the preferred length of lease, requirements for development, decide on requirements for competitive bidding and shall do so in a separate resolution on Lot 88-2 when the current lease has expired and any property issues are resolved;

Whereas, The City has received interest in the vacant lot on Main Street, and the Economic Development Advisory Commission recommends retaining the property to investigate the highest and best use such as parking or future housing, and to not sell the lot to the highest bidder at this time.

NOW, THEREFORE, BE IT RESOLVED by the Homer City Council that the City of Homer 2025 Land Allocation Plan is hereby amended as follows:

1. Remove overslope area 1 from Section A.
2. Airport terminal space has space available for lease including ticket counter, cargo area and concession space.
3. Designate 4460 Homer Spit Road T 7S R 13W SEC 1 SEWARD MERIDIAN HM 0920050 HOMER SPIT SUB NO TWO AMENDED LOT 88-2 as available for lease, subject to Council requirements to be determined in a separate action.
4. Retain Parcel 17514416 on Main Street, T 6S R 13W SEC 19 SEWARD MERIDIAN HM 2008016 HOMER PUBLIC LIBRARY NO 2 LOT 2, and investigate highest and best use.

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PASSED AND ADOPTED by the Homer City Council this X th day of ____, 2025.

CITY OF HOMER

RACHEL LORD, MAYOR

ATTEST:

Renee Krause, MMC, CITY CLERK

Fiscal Note: N/A

2025 Land Allocation Plan City of Homer

Adopted by Resolution 25-



Beluga Lake, Dock at Ben Walters Park

Table of Contents

Sections

- A. Lands Available For Lease**
- B. Leased Lands**
- C. Port Facilities**
- D. City Facilities and other city lands**
- E. Parks, Green space, cemeteries**
- F. Bridge Creek Lands**
- G. Conservation Easement Lands**

Appendix - Homer Harbor Map

Statement of Purpose:

Homer City Code Title 18 regulates municipal property management. Per HCC 18.08.020, the Council annually adopts a land allocation plan that identifies which properties are available for lease, the rate and referred lease terms, and any particular requirements or preferences. Once the plan is adopted by resolution, the City provides public notice of available real estate.

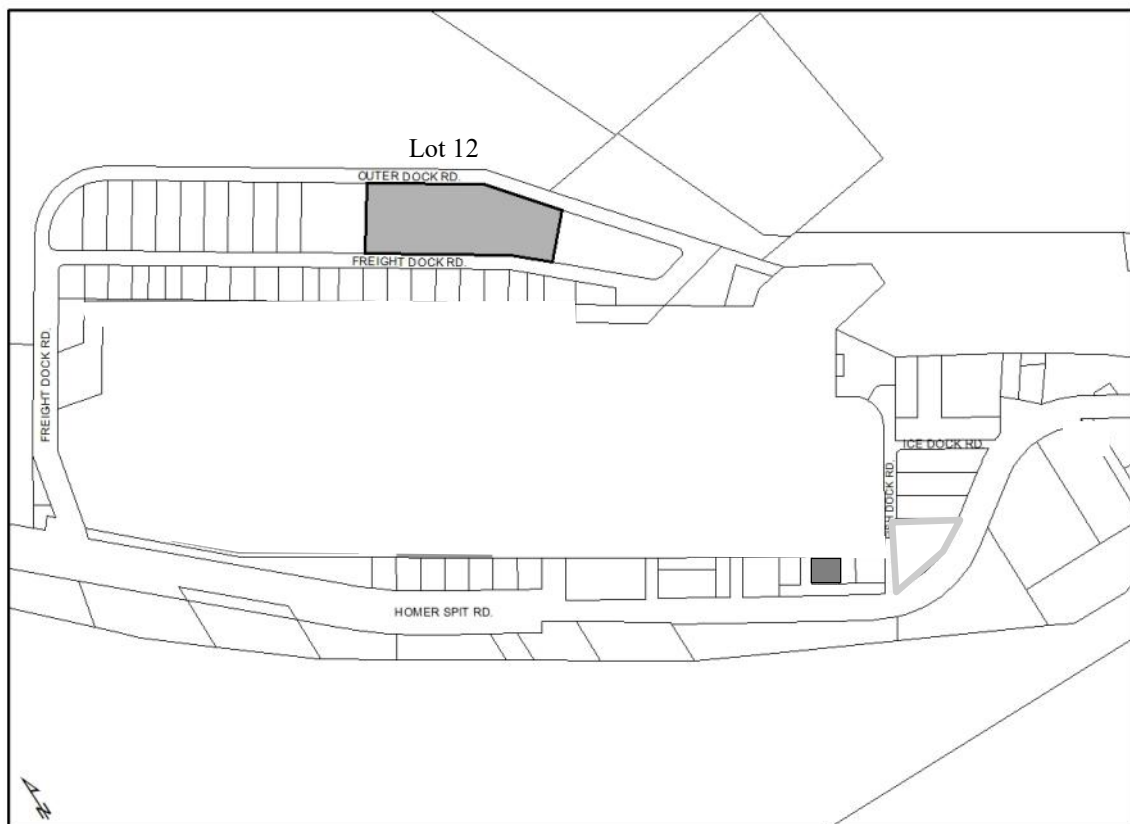
Note: Any lands not included in this document are listed in the previous version of the Land Allocation Plan, and their designations carry forward to this plan.

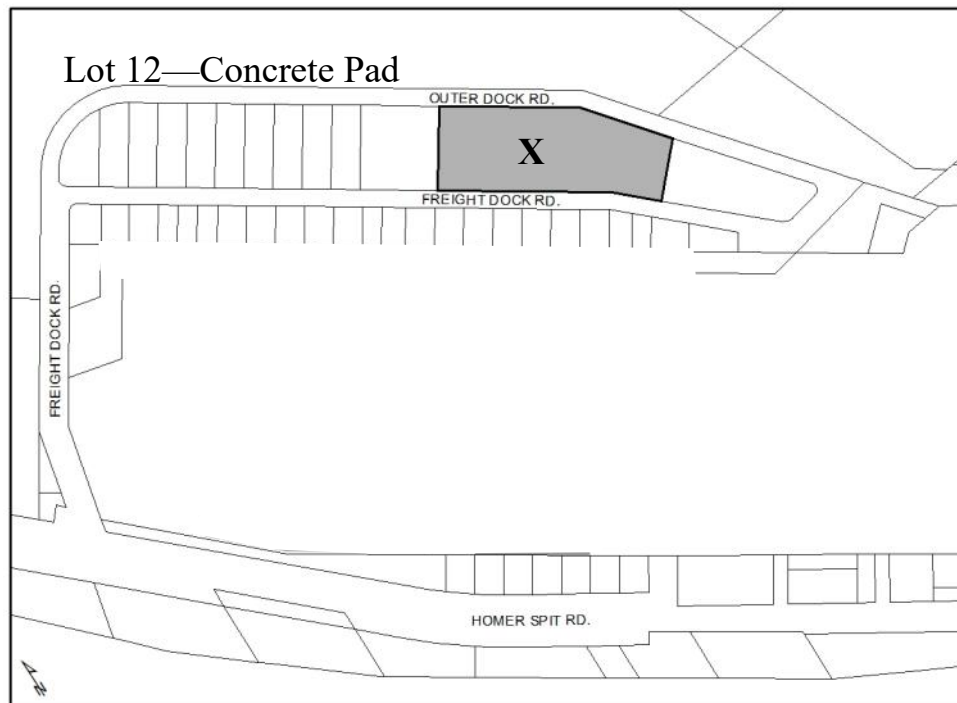
Section A

Lands available for lease

The following lots, and select areas within the Homer Airport are available for lease in 2025. Lease procedures follow the City of Homer City Code, Title 18.

The Port and Harbor Office provides information on long term leasing at the Homer Airport Terminal and on the Homer Spit. This includes short and long term leases and license agreements, such as vending machines, and bike rentals. For more information, contact 907-235-3160.





Designated Use: Lease

Acquisition History:

Area: 5 acres

Parcel Number: 18103220

Legal Description: Homer Spit Subdivision no 5 Lot 12

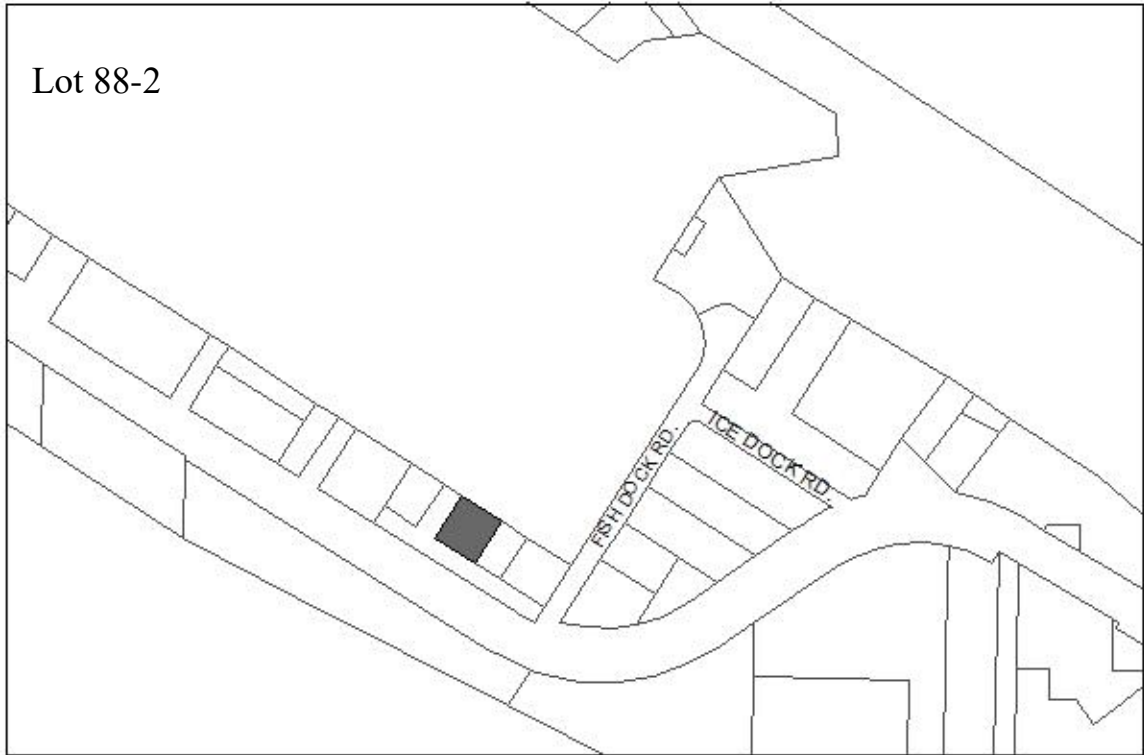
Zoning: Marine Industrial

Infrastructure: Water, sewer, paved road access, fenced, security lighting

Address: 4380 Homer Spit Road

Notes: 1 acre portion under lease per Resolution 23-032 to Alaska Scrap and Recycling 8 year lease with two one year options for renewal.

Prior to a long-term lease the site is appraised. The appraised lease rates for up-lands is approximately \$1.05 per square foot, per annum. Lease rates vary; contact the Port at 907-235-3160.

	
Designated Use: Leased Lands	
Acquisition History:	
Area: 0.29 acres	Parcel Number: 18103442
Legal Description: HM0920050 T07S R13W S01 HOMER SPIT SUB NO TWO AMENDED LOT 88-2	
Zoning: Marine Commercial	Wetlands: N/A
Infrastructure: Water, sewer, paved road access	Address: 4460 Homer Spit Road
<p>Leased to: Lease is expiring;</p> <p>Prior to a long-term lease the site is appraised. The appraised lease rates for uplands is approximately \$1.05 per square foot, per annum. Lease rates vary; contact the Port at 907-235-3160.</p>	
Finance Dept. Code: 400.600.4650	



Designated Use: Lease
Resolution 17-33, 23-043

Area:

Parcel Number:

Legal Description:

Zoning: Marine Commercial and Small Boat
Harbor Overlay

Infrastructure:

Address:

Prior to a long-term lease the site is appraised. The appraised lease rates for uplands is approximately \$1.05 per square foot, per annum. Lease rates vary; For more information, contact 907-235-3160.

Homer Airport Terminal



Designated Use: Airport
Acquisition History:

Available for lease

- The Airport has ticket counter, cargo space and concession space available.
- Lease rates are approximately \$47 per square foot.

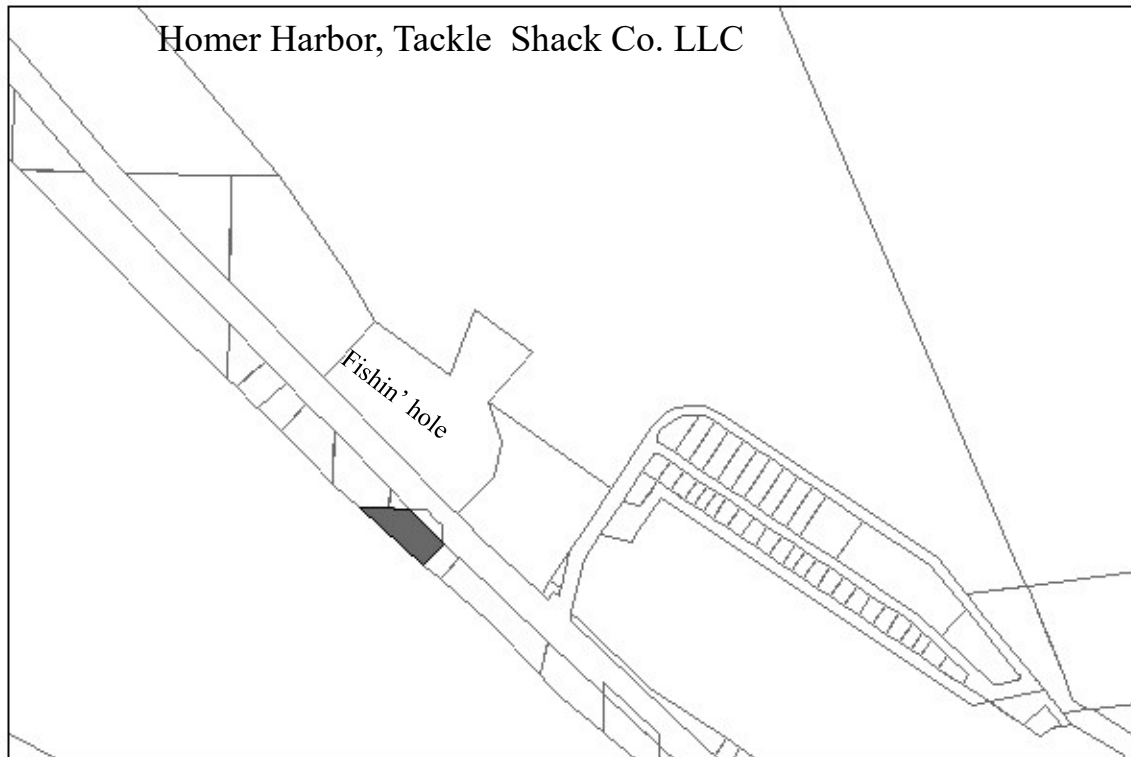
For more information, contact 907-235-3160.

Finance Dept. Code:

Section B

Leased Lands

These lands are under lease. Leases are based on a current market appraisal provided by a professional appraiser. Individual lease files contain information on rents and formal agreements.



Designated Use: Leased Land
Acquisition History:

Area: 1.6 acres

Parcel Number: 18103105, LH01

Legal Description: HM0890034 T06S R13W S35 HOMER SPIT SUB AMENDED LOT 5

Zoning: Marine Commercial

Wetlands: None

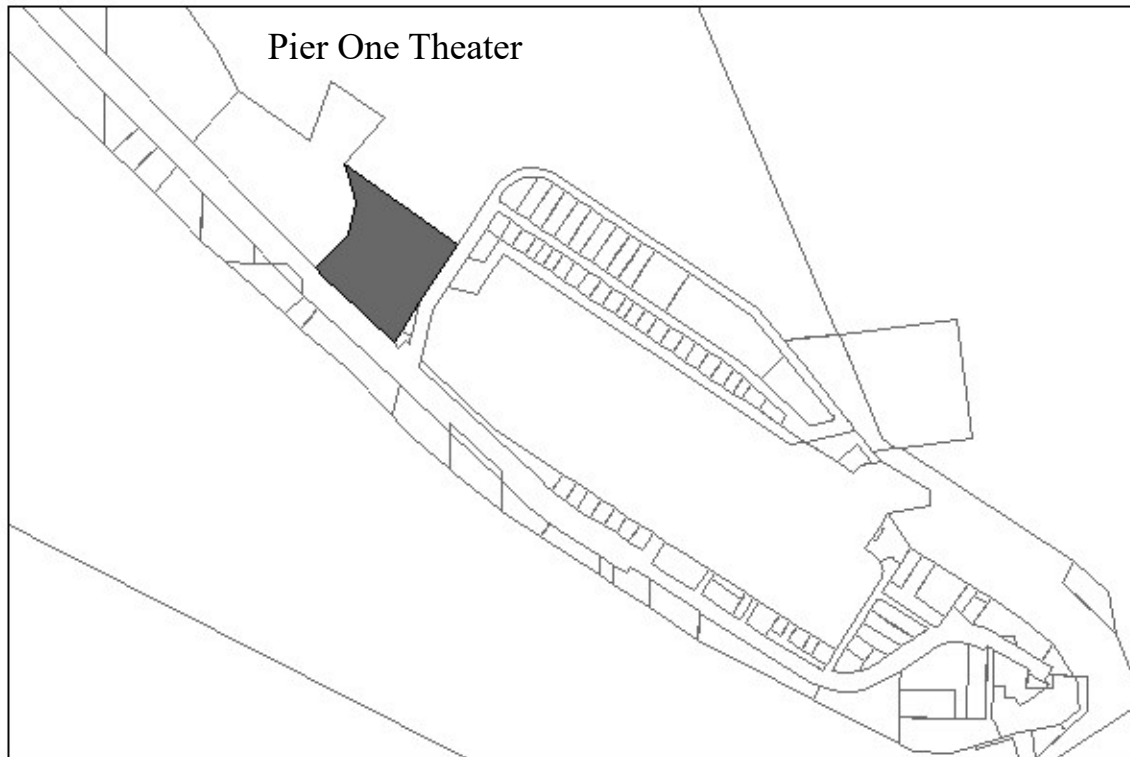
Infrastructure: Paved road, water and sewer.

Address: 3815 Homer Spit Road

Lease: Ord 25-26, exp 5/31/2041 with two 5 year options

Storm damage, fall 2014, resulted in partial collapse and removal of part of one building.
 2019-2020, 2022-2023 continued erosion and parking lot damage. Fall 2024 significant road damage.

Finance Dept. Code:



Designated Use: Fishing Lagoon

Acquisition History: Ordinance 83-26. Purchase from World Seafood.

Area: 11.27 acres

Parcel Number: 18103117

Legal Description: HM0940043 T06S R13W S35 TRACT 1-A THE FISHIN HOLE SUB NO 2

Zoning: Marine Industrial

Wetlands: N/A

Infrastructure: Water, sewer, paved road access

Address: 3854 Homer Spit Road

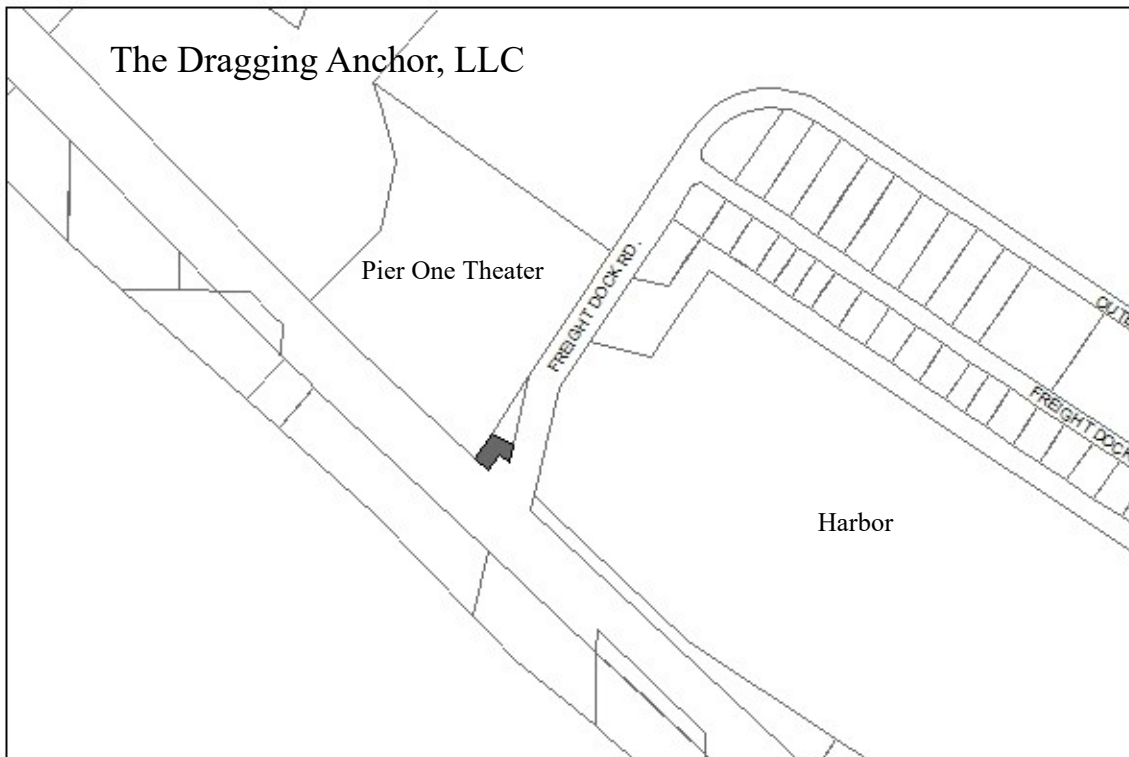
This is a large parcel that is used several ways.

- Large Vessel haul out and repair facility
- City RV park/campground, and access to the only public RV dump on the spit
- Pier One Theater Lease. Theater leases the building only; not the land. Resolution 89-36A.

Resolution 13-020: Designated the north east corner of the lot for use as a trailhead for the Kachemak Bay Water Trail.

Leased to: Pier One Theater, Resolution 21-060 5 year lease no options, expires in 2026.

Finance Dept. Code:



Designated Use: Leased Lands

Acquisition History: Ord 1983-26. Purchased from World Seafood

Area: 0.15 acres or 6,692 sq ft

Parcel Number: 18103118

Legal Description: HM0940043 T06S R13W S35 TRACT 1-B THE FISHIN HOLE SUB NO 2

Zoning: Marine Commercial

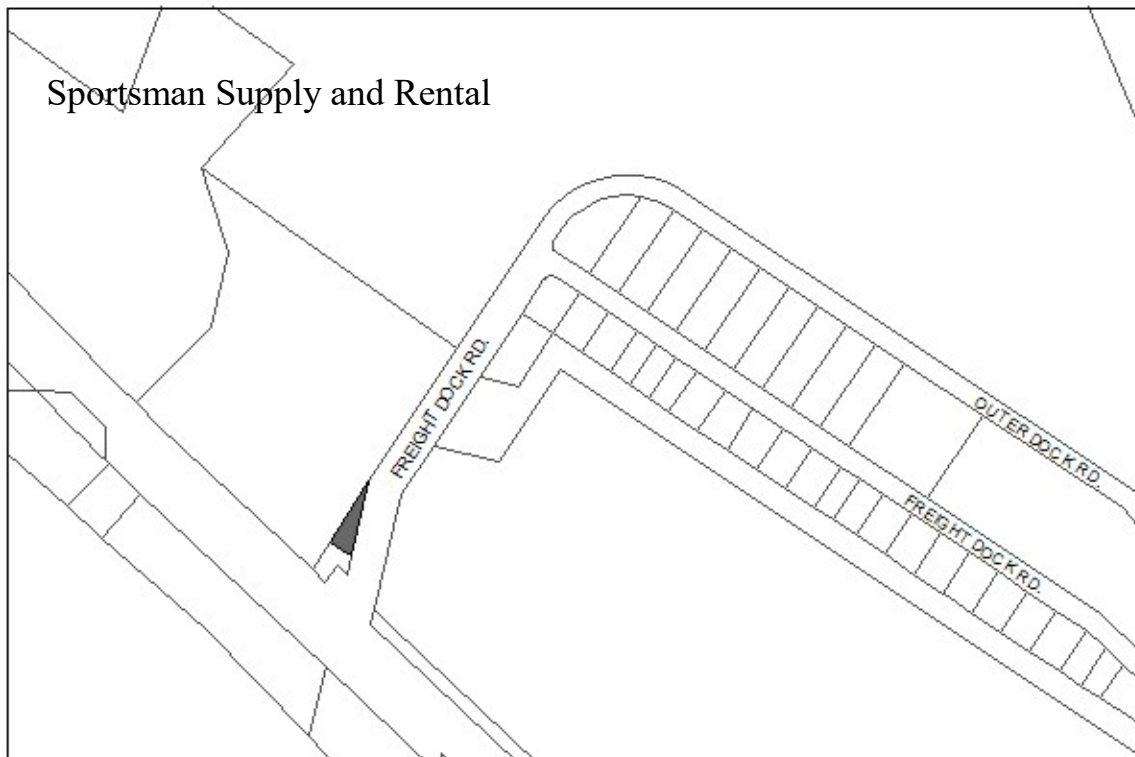
Wetlands: None

Infrastructure: Paved road, water and sewer.

Address: 3978 Homer Spit Road

Leased: Resolution 25-006, lease expires 1/31/2045 with option to extend two terms of 5 years each.

Finance Dept. Code: 400.600.4650



Designated Use: Leased Lands

Acquisition History: Ord 83-26 purchase from World Seafood

Area: 0.18 acres

Parcel Number: 18103119

Legal Description: HM0940043 T06S R13W S35 TRACT 1-C THE FISHIN HOLE SUB NO 2

Zoning: Marine Commercial

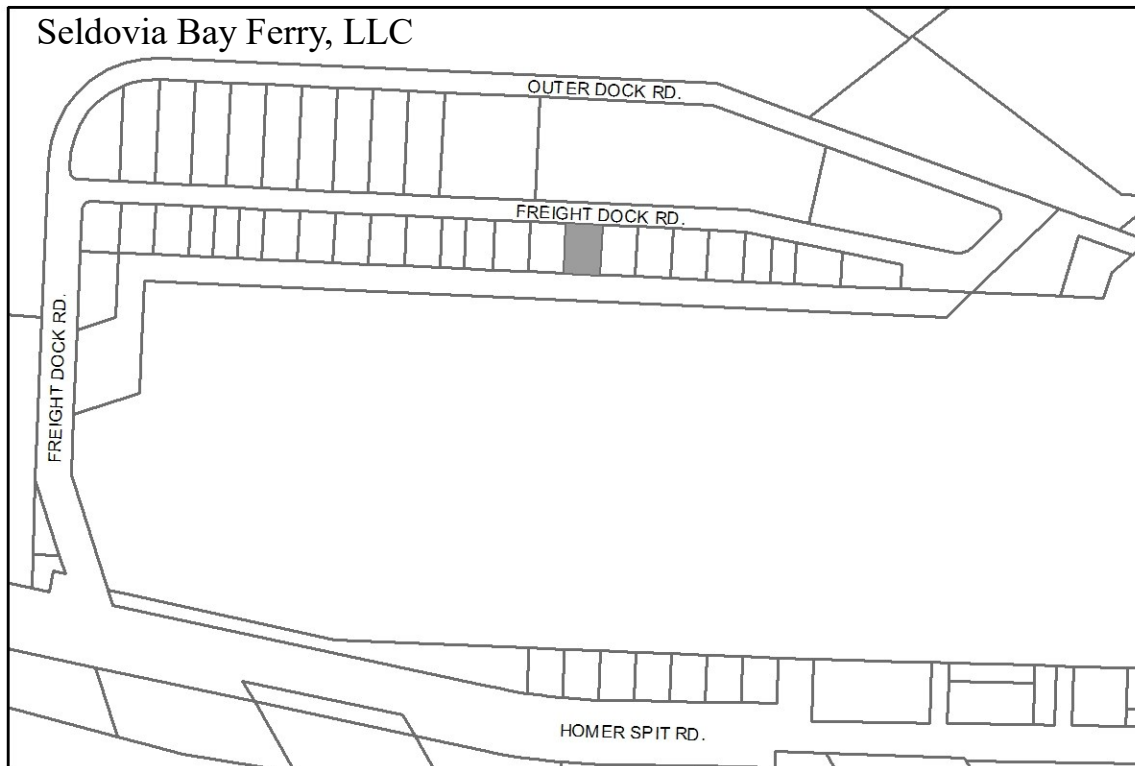
Wetlands: N/A

Infrastructure: Water, sewer, paved road access

Address: 1114 Freight Dock Road

Leased to: L.H. and Marcia Pierce. Sportsman Supply/RV
Expiration: April 1, 2038. No options remain.

Finance Dept. Code: 400.600.4650



Designated Use: Leased Lands

Acquisition History:

Area: 0.32 acres

Parcel Number: 18103240

Legal Description: Homer Spit No 5 Lot 21

Zoning: Marine Industrial

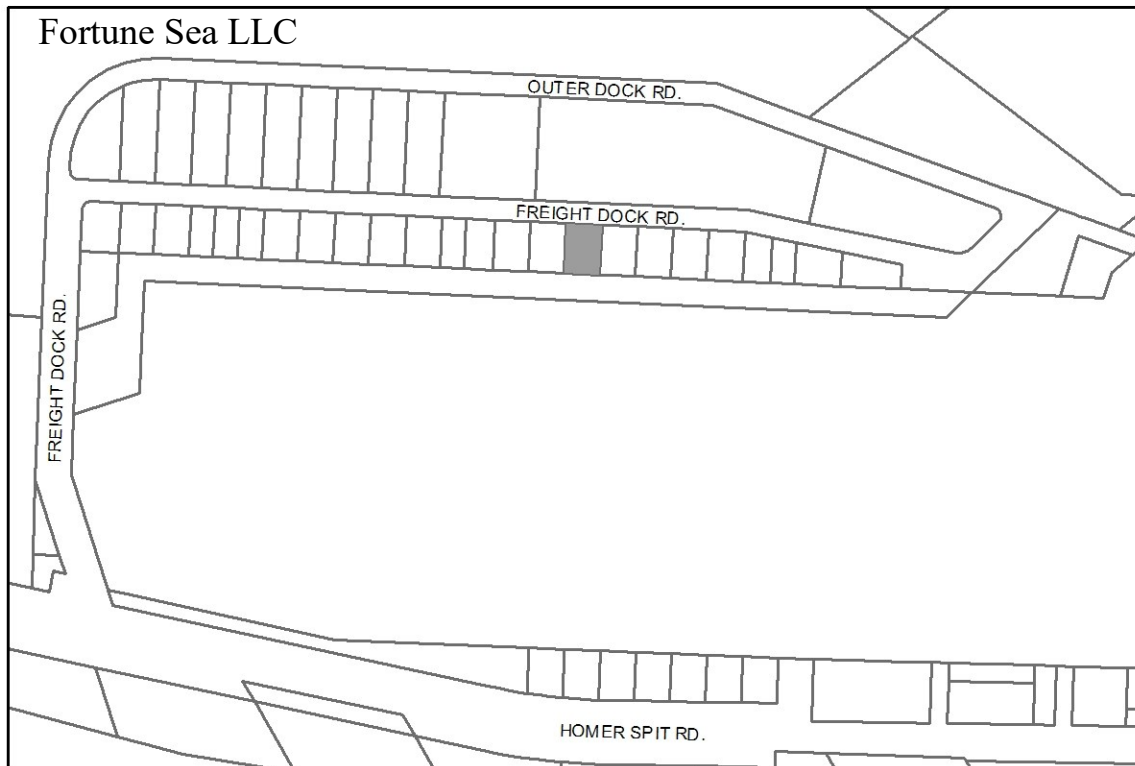
Wetlands: N/A

Infrastructure: Water, sewer, paved road access

Address: 4323 Freight Dock Road

Leased to: Seldovia Bay Ferry, LLC
Resolution 10-41. Expiration May 31, 2030, two 5 year options

Finance Dept. Code: 400.600.4650



Designated Use: Leased Lands
Acquisition History:

Area: 0.32 acres

Parcel Number: 18103238

Legal Description: Homer Spit No 5 Lot 19

Zoning: Marine Industrial

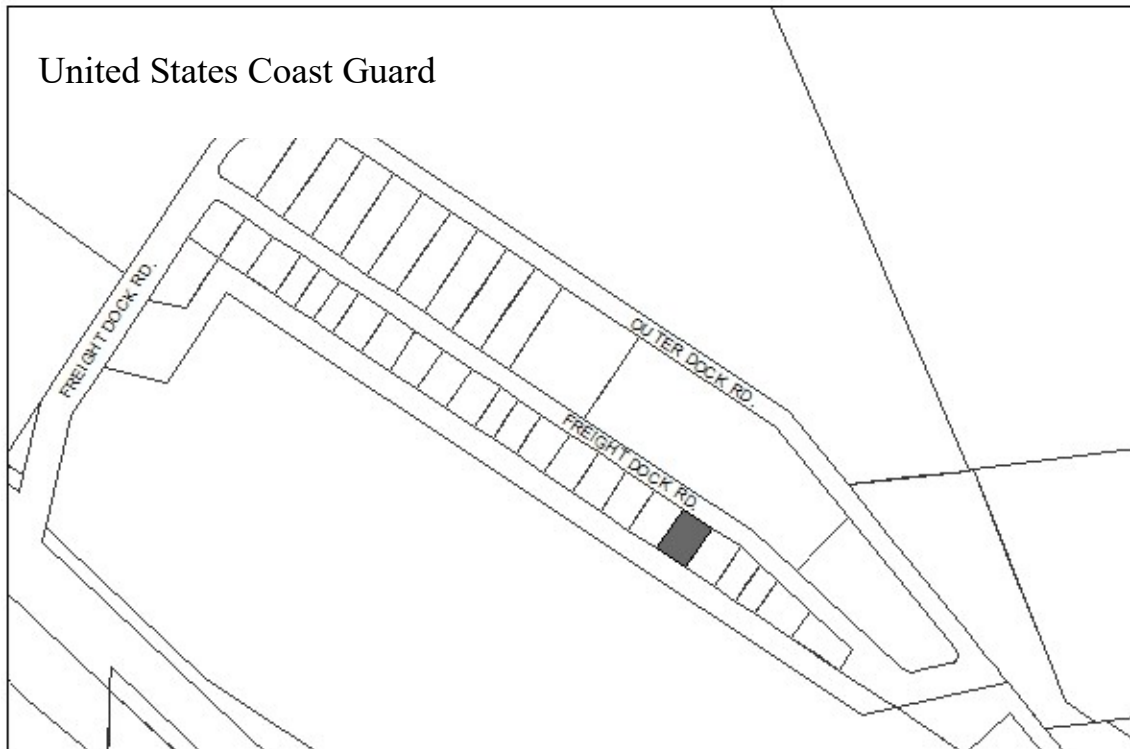
Wetlands: N/A

Infrastructure: Water, sewer, paved road access

Address: 4357 Freight Dock Road

Leased to: Fortune Sea, LLC
 Resolution 23-033. Expiration 2031. Eight year lease with two, one year extensions.

Finance Dept. Code: 400.600.4650



Designated Use: Leased to USCG
Acquisition History:

Area: 0.34 acres

Parcel Number: 18103218

Legal Description: Homer Spit Four subdivision Lot 2

Zoning: Marine Industrial

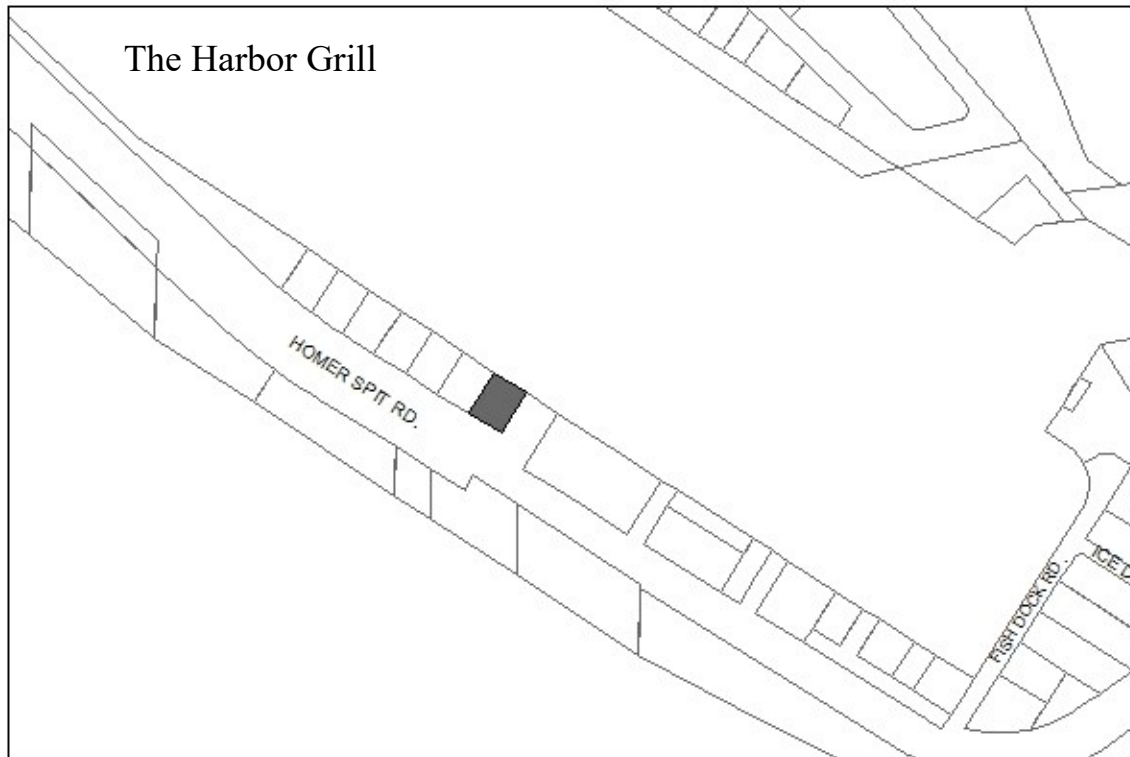
Wetlands: N/A

Infrastructure: Water, sewer, paved road access

Address: 4373 Freight Dock Rd

Leased to: USCG
 Lease Renewal Options: None
 Expiration: August 31, 2026

Finance Dept. Code: 400.062.4631



Designated Use: Leased Land
Acquisition History:

Area: 12,632 sq ft

Parcel Number: 18103316

Legal Description: HM0890034 T07S R13W S01 HOMER SPIT SUB AMENDED LOT 19

Zoning: Marine Commercial

Wetlands: None

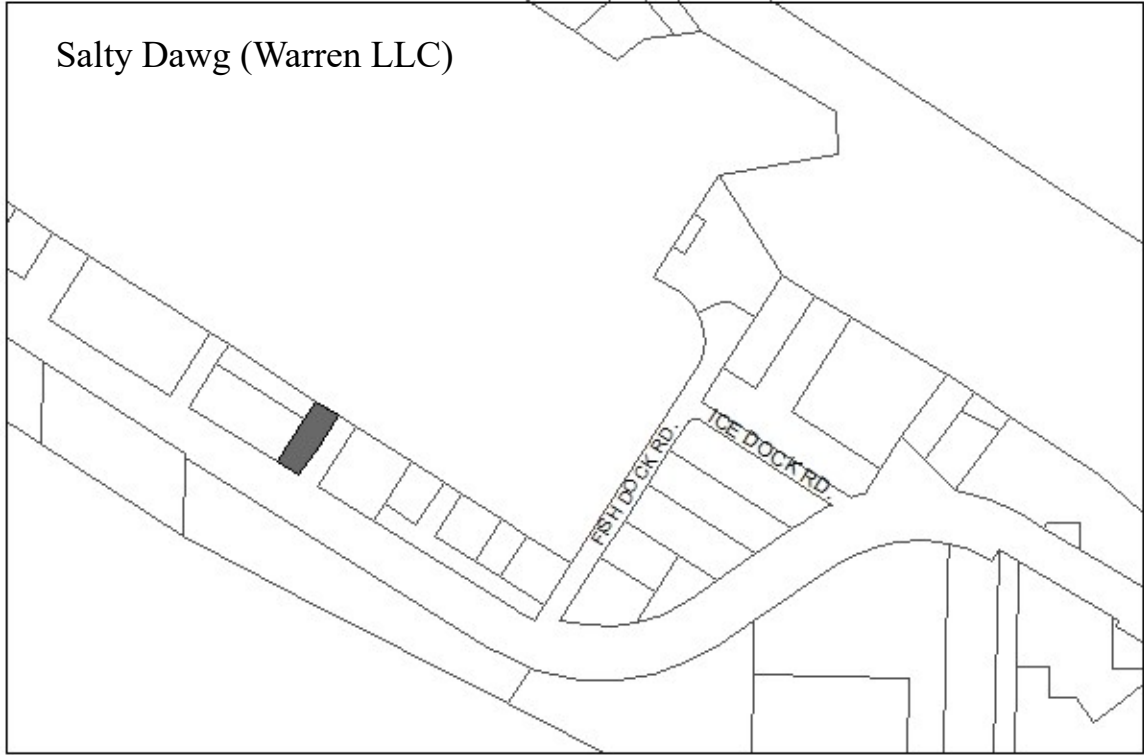
Infrastructure: Paved road, water and sewer

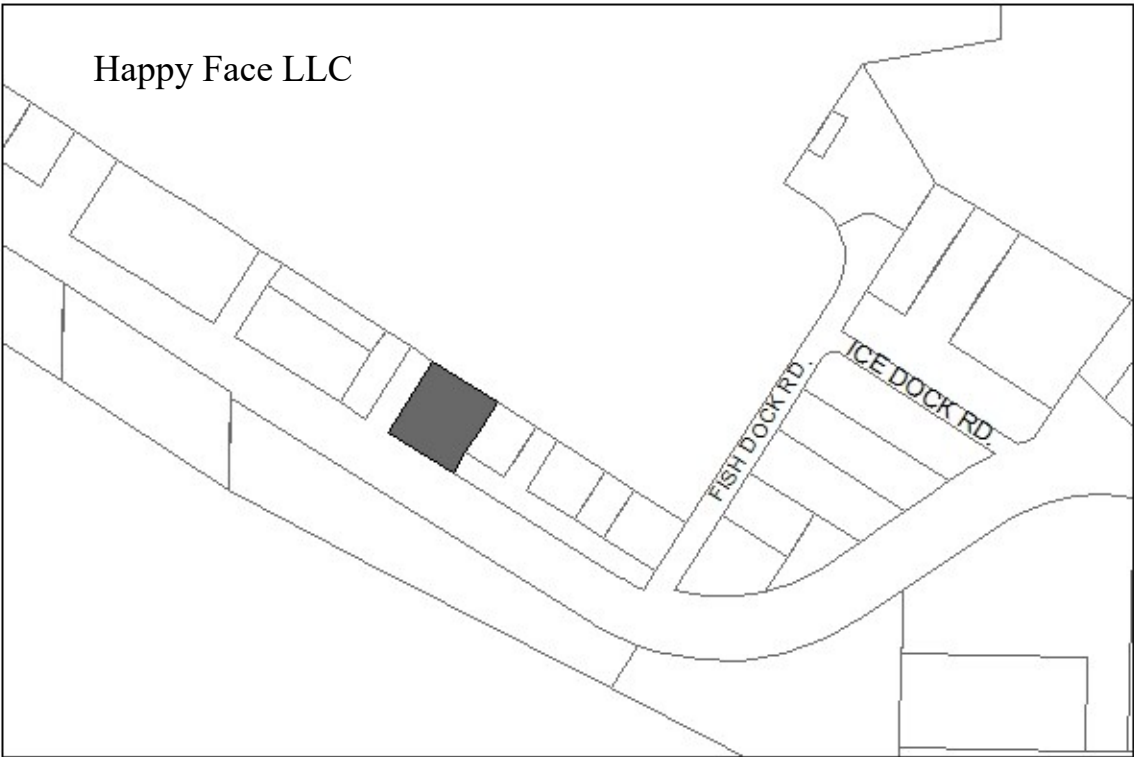
Address: 4262 Homer Spit Road

Leased to: The Harbor Grill

Expiration: Lease expires 2/1/2036, with two 5-year options.

Finance Dept. Code: 400.600.4650

<p>Salty Dawg (Warren LLC)</p> 	
<p>Designated Use: Leased Lands Acquisition History:</p>	
<p>Area: 0.23 acres</p>	<p>Parcel Number: 18103309</p>
<p>Legal Description: HM0890034 T07S R13W S01 HOMER SPIT SUB AMENDED LOT 30</p>	
<p>Zoning: Marine Commercial</p>	<p>Wetlands: N/A</p>
<p>Infrastructure: Water, sewer, paved road access</p>	<p>Address: 4390 Homer Spit Road</p>
<p>Leased to: Warren LLC Expiration: 10/31/2039. No options.</p>	
<p>Finance Dept. Code: 400.600.4650</p>	



Designated Use: Leased Land
Acquisition History:

Area: 24,639 sq ft (0.57 acres)

Parcel Number: 18103432

Legal Description: HM0890034 T07S R13W S01 HOMER SPIT AMENDED LOT 32

Zoning: Marine Commercial

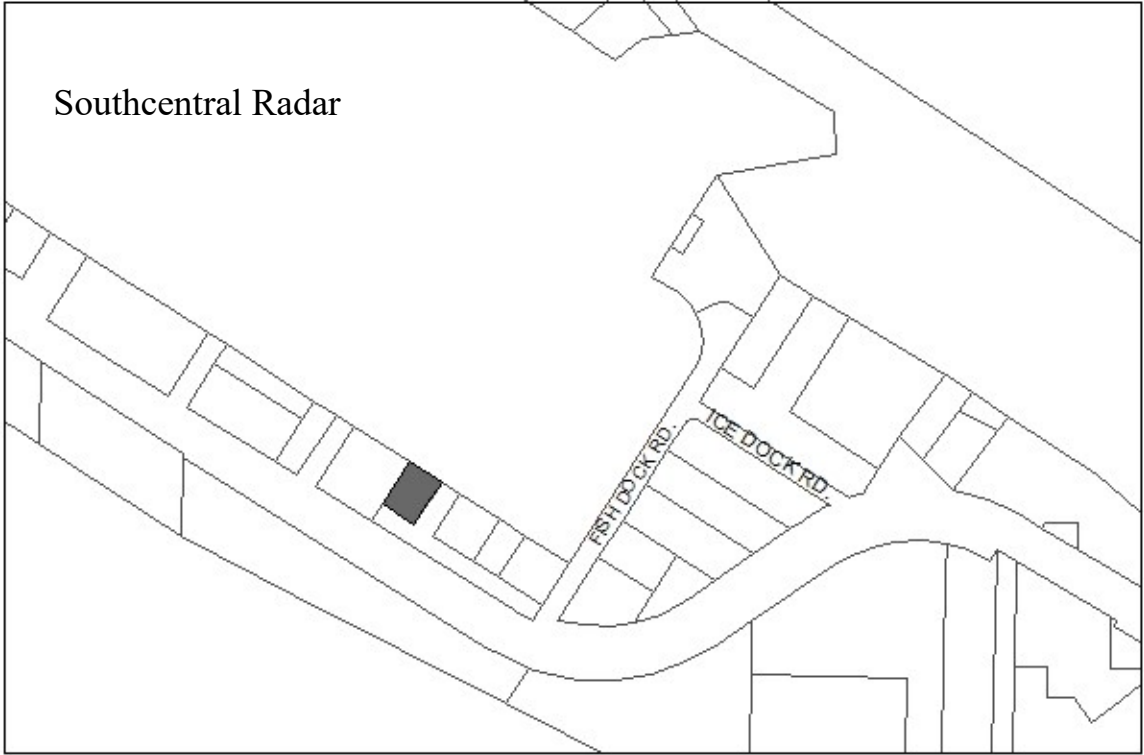
Wetlands: None

Infrastructure: Paved road, water and sewer.

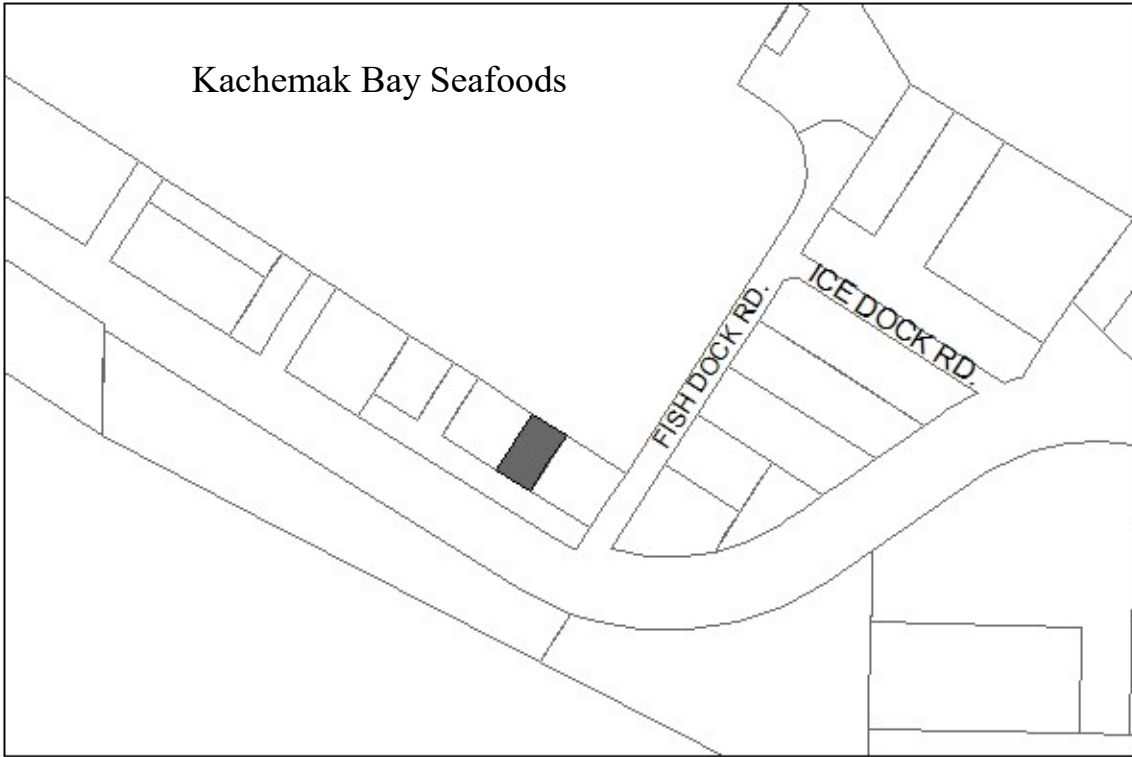
Address: 4400 Homer Spit Road

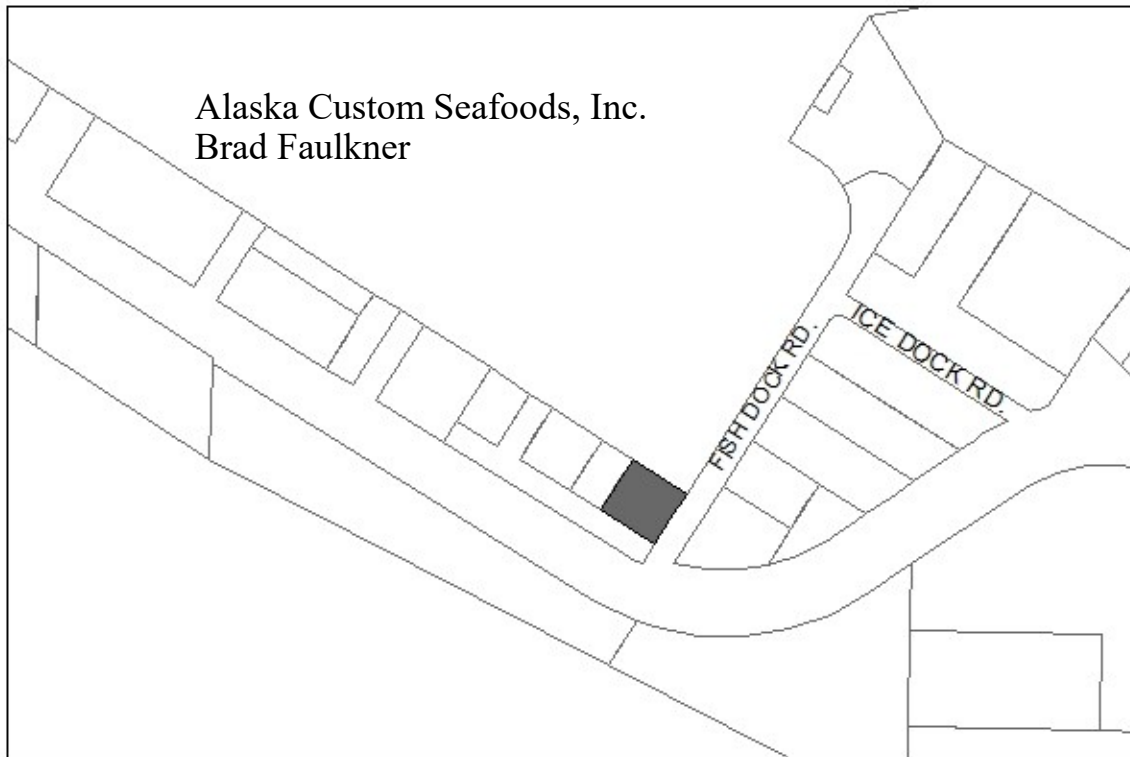
Leased to: Berth II, LLC. Resolution 2024-068, 25-027
Expiration: 2044 with two 5 year options.

Finance Dept. Code: 400.600.4650

	
Designated Use: Leased Land Acquisition History:	
Area: 0.2 acres	Parcel Number: 18103431
Legal Description: HM0920050 T07S R13W S01 HOMER SPIT SUB NO TWO AMD LOT 88-1	
Zoning: Marine Commercial	Wetlands: N/A
Infrastructure: Water, sewer, paved road access	Address: 4406 Homer Spit Road
<p>Leased to: Mark & Laura Zeiset dba South Central Radar. Resolution 2012-086(S) Expiration: 11/1/2032, two additional 5 year renewal options. Resolution 22-056 leased a portion of lot 88-1 for parking.</p>	
Finance Dept. Code: 400.600.4650	

Designated Use: Leased Lands Acquisition History:	
Area: 0.29 acres	Parcel Number: 18103442
Legal Description: HM0920050 T07S R13W S01 HOMER SPIT SUB NO TWO AMENDED LOT 88-2	
Zoning: Marine Commercial	Wetlands: N/A
Infrastructure: Water, sewer, paved road access	Address: 4460 Homer Spit Road
Finance Dept. Code: 400.600.4650	

 <p>Kachemak Bay Seafoods</p>	
Designated Use: Leased Land Acquisition History:	
Area: 7,749 sq ft. (0.18 acres)	Parcel Number: 18103443
Legal Description: HM0920050 T07S R13W S01 HOMER SPIT SUB NO TWO AMENDED LOT 88-3	
Zoning: Marine Commercial	Wetlands: None
Infrastructure: Paved road, water and sewer.	Address: 4470 Homer Spit Road
Leased to: William Sullivan dba Kachemak Bay Seafoods Expiration: 2027, no options.	
Finance Dept. Code: 400.600.4650	



Designated Use: Leased land
Acquisition History:

Area: 0.31 acres, or 13,383 sq ft

Parcel Number: 18103444

Legal Description: HM0920050 T07S R13W S01 HOMER SPIT SUB NO TWO AMENDED LOT 88-4

Zoning: Marine Commercial

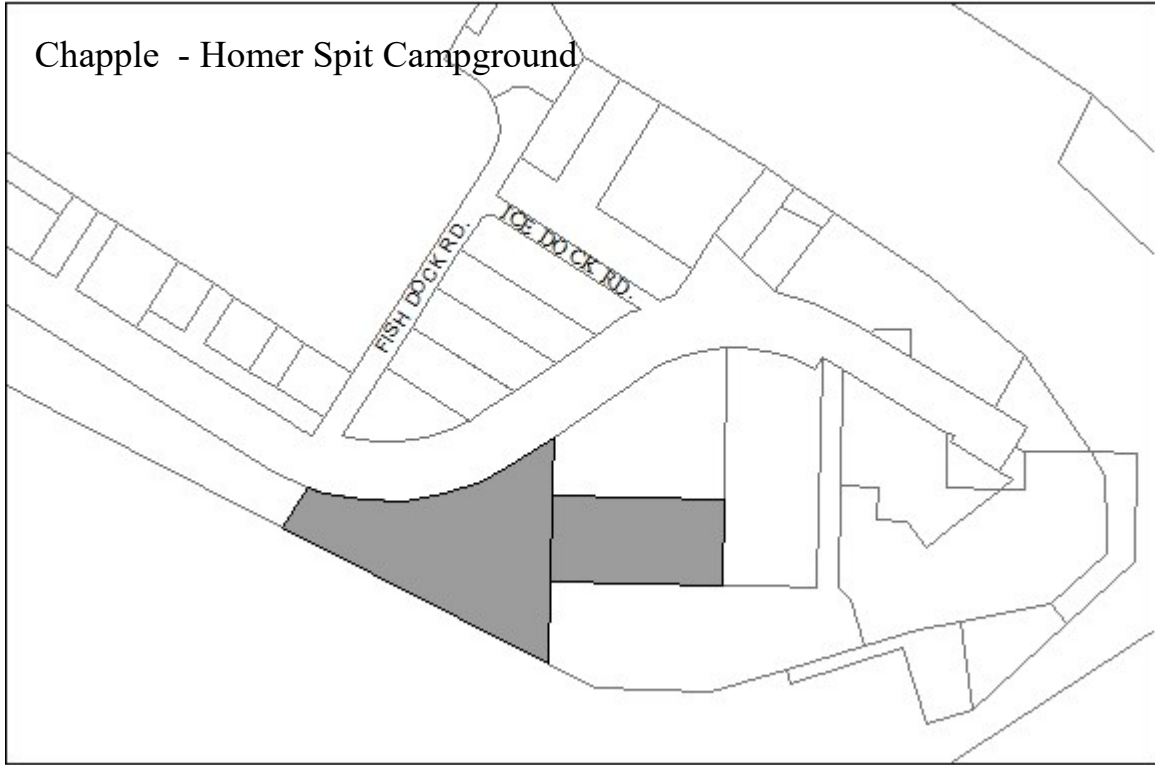
Wetlands: None

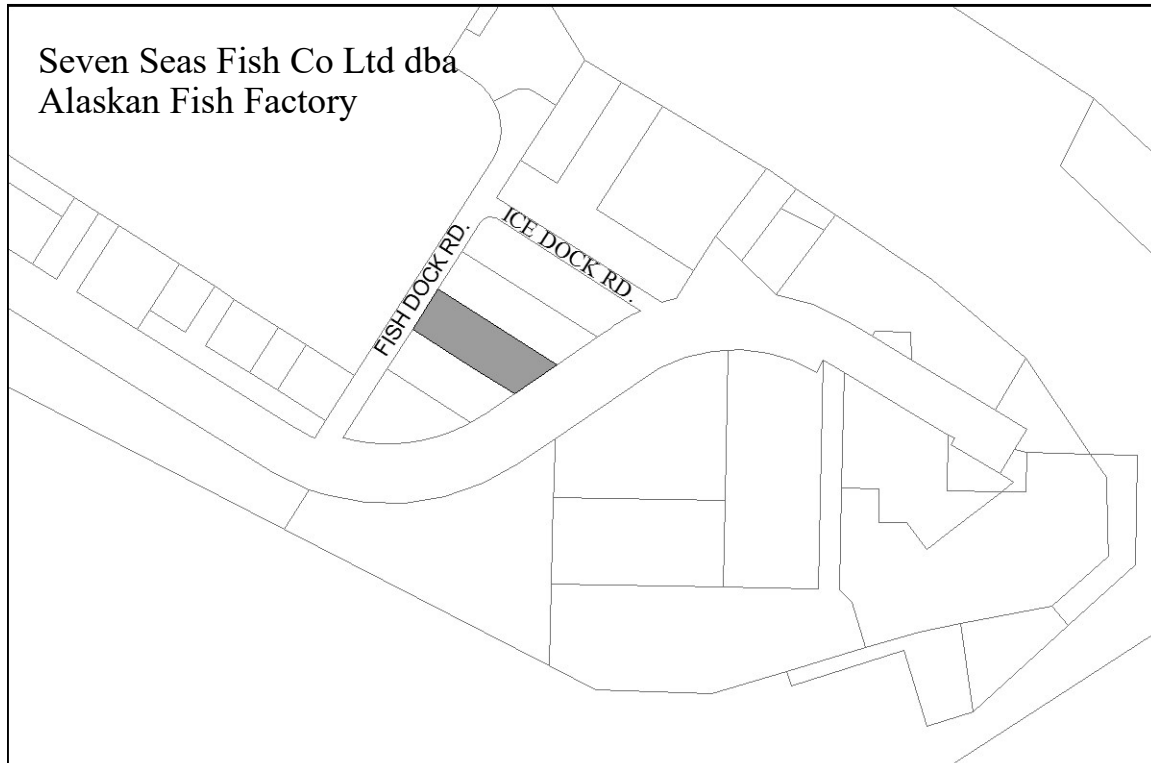
Infrastructure: Paved road, water and sewer.

Address: 4474 Homer Spit Road

Leased to: Brad Faulkner, President, Alaska Custom Seafoods, Inc. Expires 2033, with two 5-year options.

Finance Dept. Code: 400.600.4650

 <p>Chapple - Homer Spit Campground</p>	
Designated Use: Leased Land Acquisition History:	
Area: 192,970 sq ft	Parcel Number: 18103402, 03
Legal Description: HM0890034 T07S R13W S01 HOMER SPIT SUB AMENDED LOT 50. HM0890034 T07S R13W S01 HOMER SPIT SUB AMENDED LOT 49 EXCLUDING THAT PORTION AS PER LICENSE AGREEMENT 205/928.	
Zoning: Marine Industrial	Wetlands: None
Infrastructure: Paved road, water and sewer.	Address: 4535 Homer Spit Road
<p>Leased to: Homer Spit Campground. Resolution 19-069 Expiration: 12/31/2026, two addition 3 year options.</p> <p>A portion is reserved for the Seafarers Memorial. Resolution 96-27.</p>	
Finance Dept. Code: 400.600.4650	



Designated Use: Leased Land
Acquisition History:

Area: 27,470 sq ft (0.63 acres)

Parcel Number: 18103421

Legal Description: HM0900052 T07S R13W S01 CITY OF HOMER PORT INDUSTRIAL NO 3 LOT 12-A1

Zoning: Marine Industrial

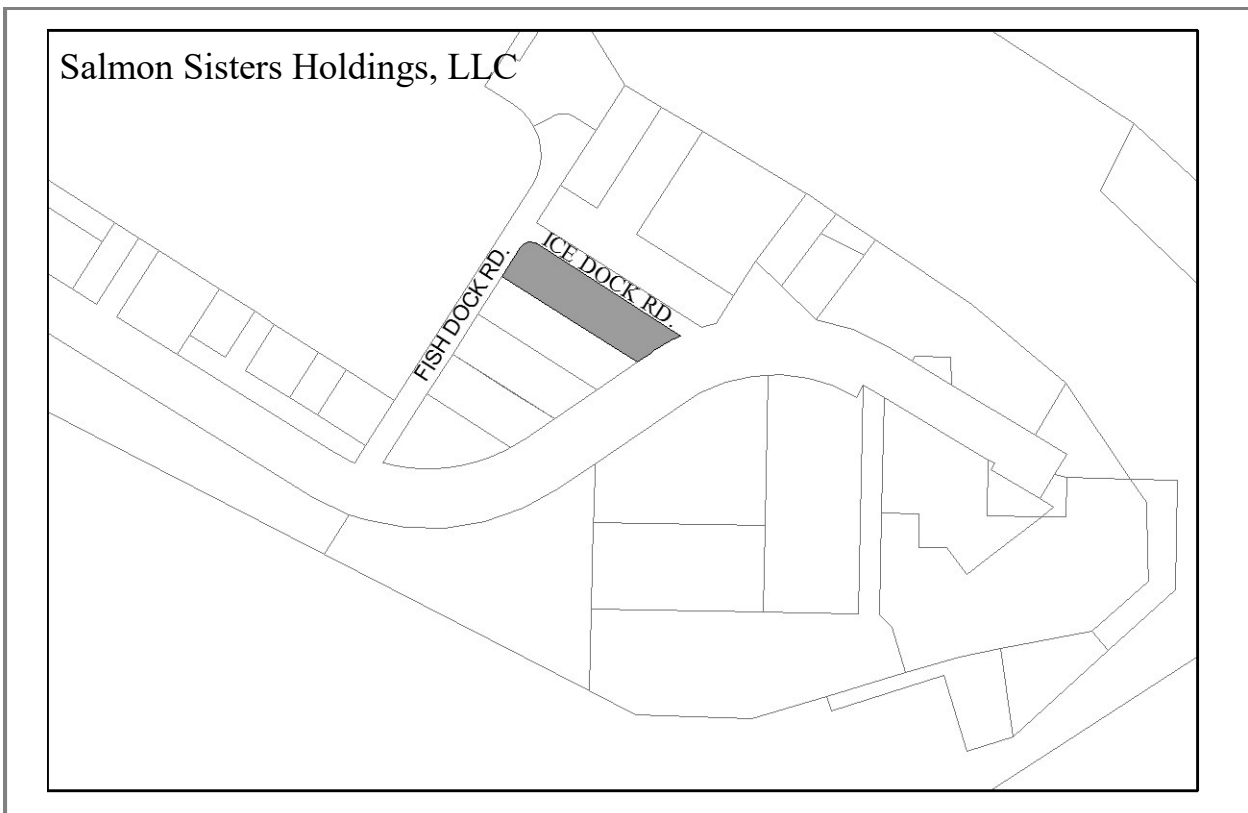
Wetlands: None

Infrastructure: Paved road, water and sewer.

Address: 800 Fish Dock Road

Leased to: Seven Seas Fish Co LTD dba Alaskan Fish Factory Fish Factory, LLC
 Expiration: 12/31/2036 with two 5 year options
 Includes hook up to fish outfall line

Finance Dept. Code: 400.600.4650



Designated Use: Lease land
Acquisition History:

Area: 0.79 Acres

Parcel Number: 18103452

Legal Description: City of Homer Port Industrial No 2 Lot 12C

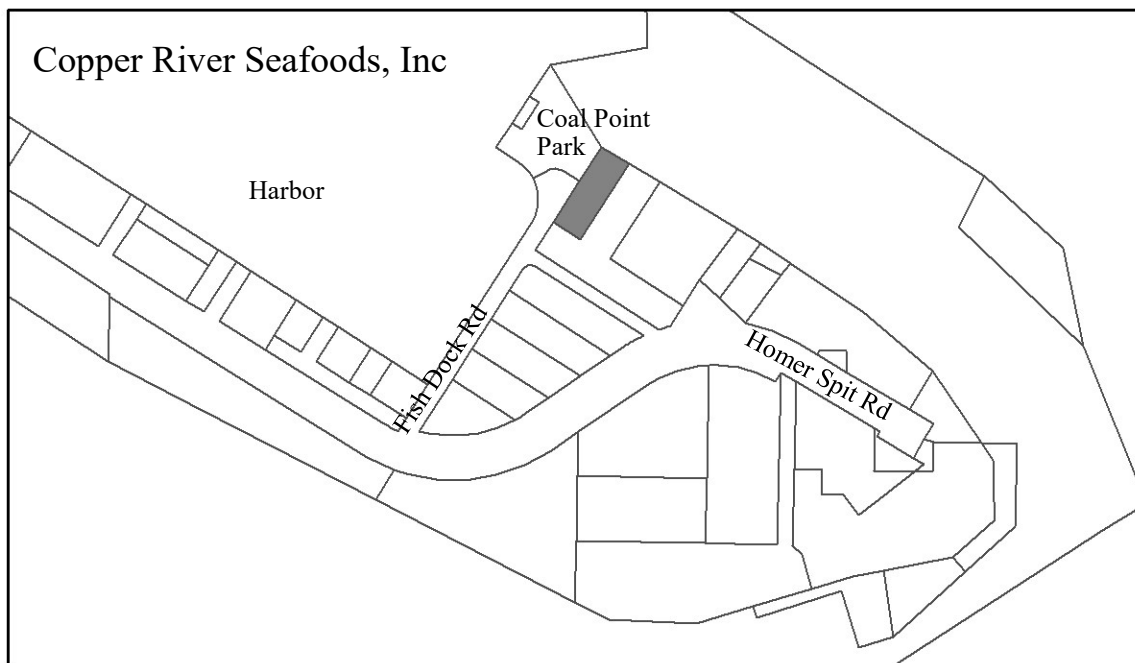
Zoning: Marine Industrial

Infrastructure: Water, sewer, paved road access

Address: 4501 Ice Dock Road

Leased to Salmon Sisters Holding LLC, 2021, 20 yr lease ending 12/31/41 with two five year options.
 Resolution 20-0135
 Includes hook up to fish outfall line

Finance Dept. Code: 400.600.4650



Designated Use: Lease
Acquisition History:

Area: 0.52 acres

Parcel Number: 18103425

Legal Description: City of Homer Port Industrial Subdivision No 2 Lot 13B

Zoning: Marine Industrial

Wetlands: N/A

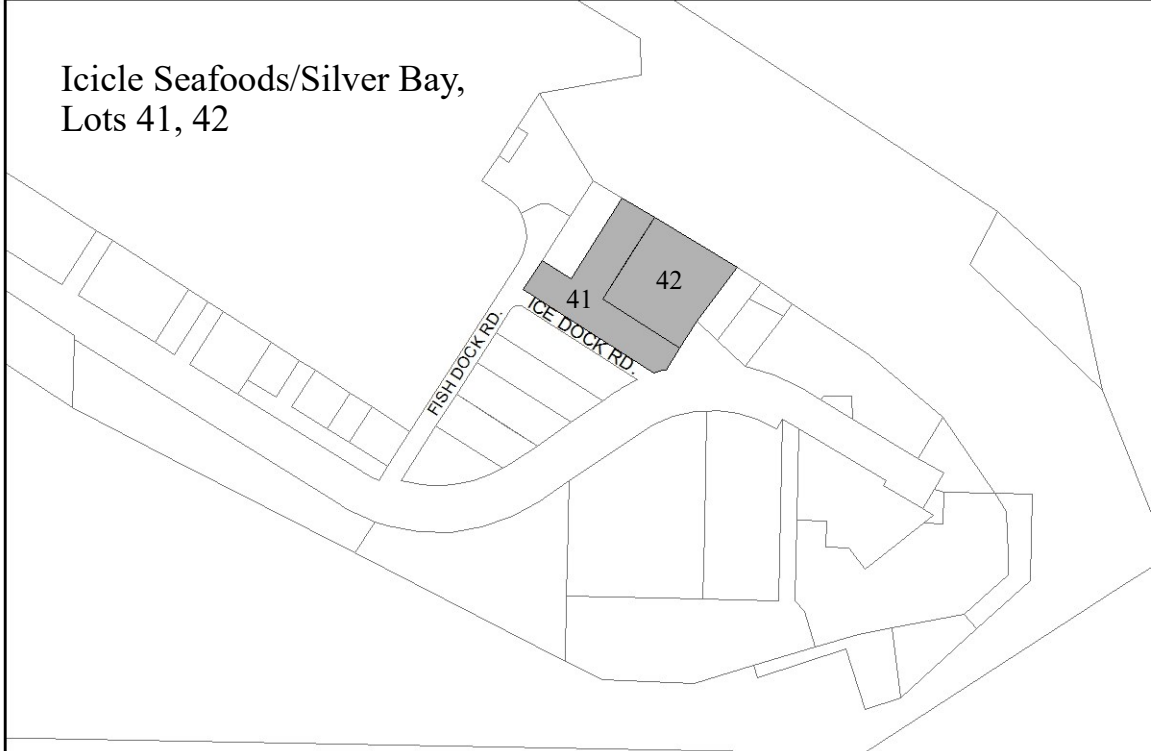
Infrastructure: Water, sewer, paved/gravel road access

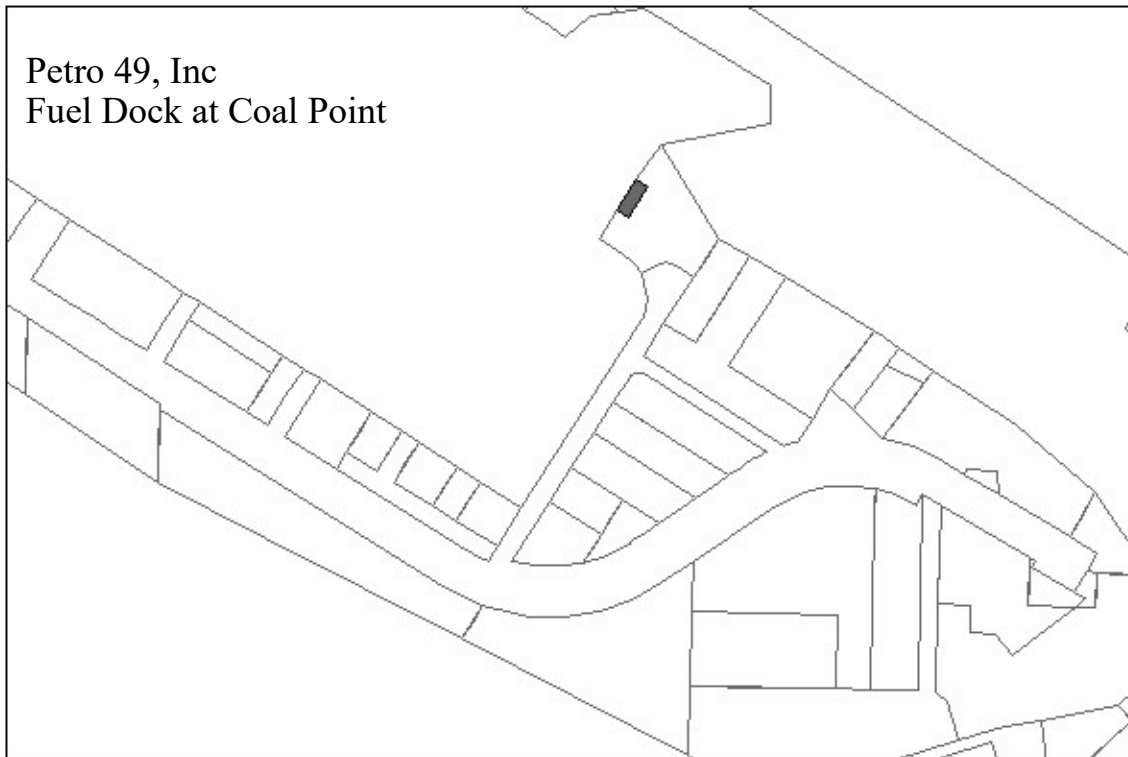
Address: Fish Dock Road

Fisheries use encouraged but not required.

Copper River Seafoods Lease, Resolution 22-028. Lease expires 4/30/2039. with two 5-year options.

Finance Dept. Code: 400.600.4650

	
Designated Use: Leased Land Acquisition History: Lot 42, ordinance 17-41	
Area: 2.96 acres	Parcel Number: 18103419, 18103418
Legal Description: HM0890034 T07S R13W S01 HOMER SPIT SUB AMENDED ADL 18009 LOT 41 (ADL 18009) , and Lot 42	
Zoning: Marine Industrial	Wetlands: N/A
Infrastructure: Water, sewer, paved road access	Address: 842 Fish Dock Road
Leased to: Ocean Beauty Icicle, Inc Expiration: 212/31/36 with options two 5-year options. Resolution 17-008, Resolution 20-043	
Finance Dept. Code: 400.600.4650	



Designated Use: Leased Land
Acquisition History:

Area: 0.07 acres

Parcel Number: 18103427

Legal Description: HM0890034 T07S R13W S01 HOMER SPIT SUB AMENDED THAT PORTION OF COAL POINT MONUMENT PARK AS PER LEASE AGREEMENT 187 @ 921

Zoning: Marine Industrial

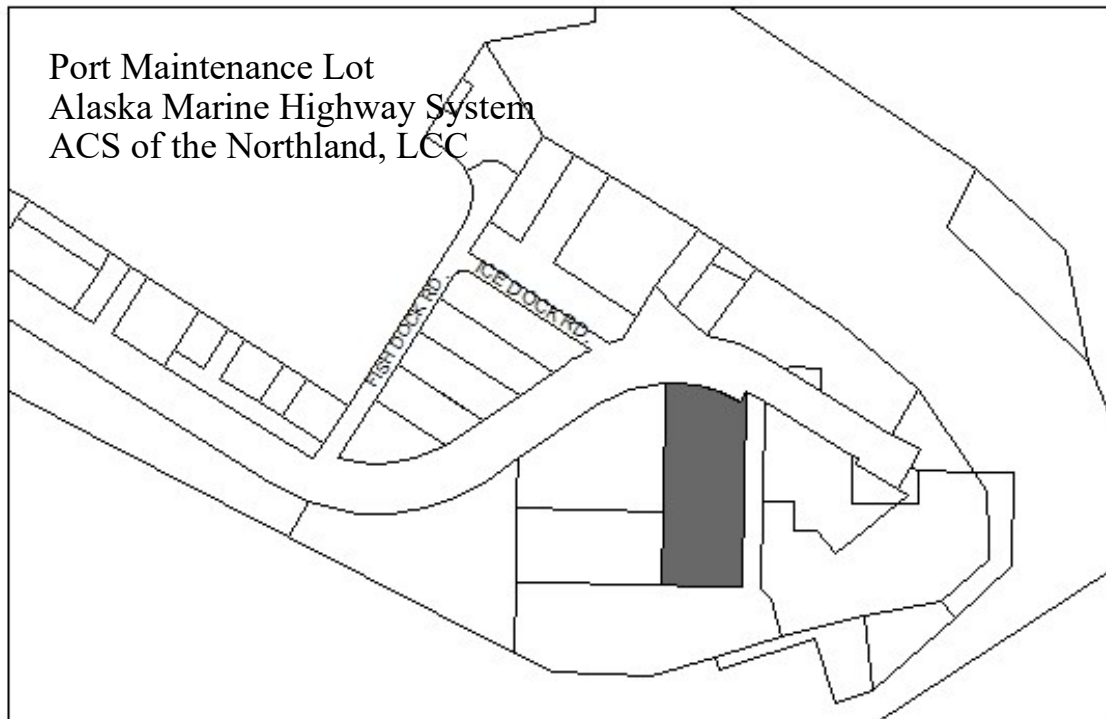
Wetlands: None

Infrastructure: Paved road, water and sewer.

Address: 843 Fish Dock Road

Leased to: Petro 49, expires 11/30/2038 with two 5-year options to renew

Finance Dept. Code: 400.600.4650



Designated Use: Leased Land. Also includes the Port Maintenance Shop, large water tank, and two story office structure.

Acquisition History:

Area: 2.23 acres
(Lease is for a small portion of the lot)

Parcel Number: 18103404

Legal Description: HM0890034 T07S R13W S01 HOMER SPIT SUB AMENDED LOT 48 EXCLUDING THAT PORTION AS PER LICENSE AGREEMENT 190 @ 98

Zoning: Marine Industrial

Wetlands: N/A

Infrastructure: Water, sewer, paved road access

Address: 4667 Homer Spit Road

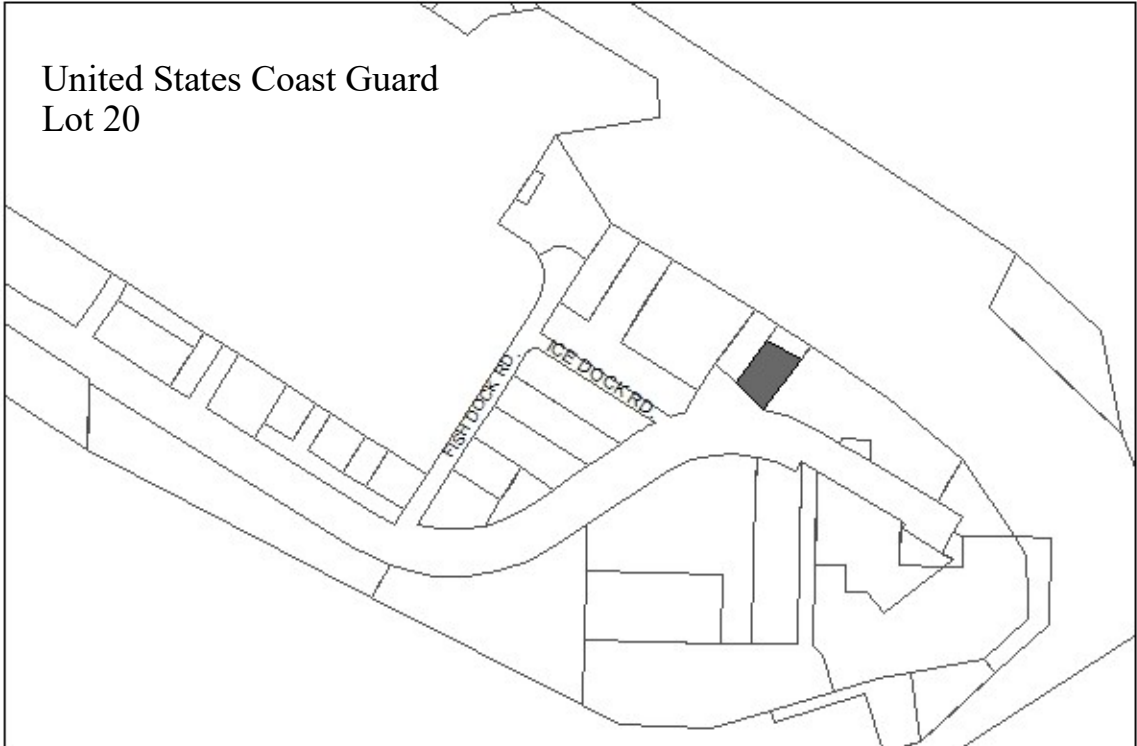
Leased to:

ACS MACTel lease: Expires 10/31/2033 with two additional one year options. (875 sq ft lease)

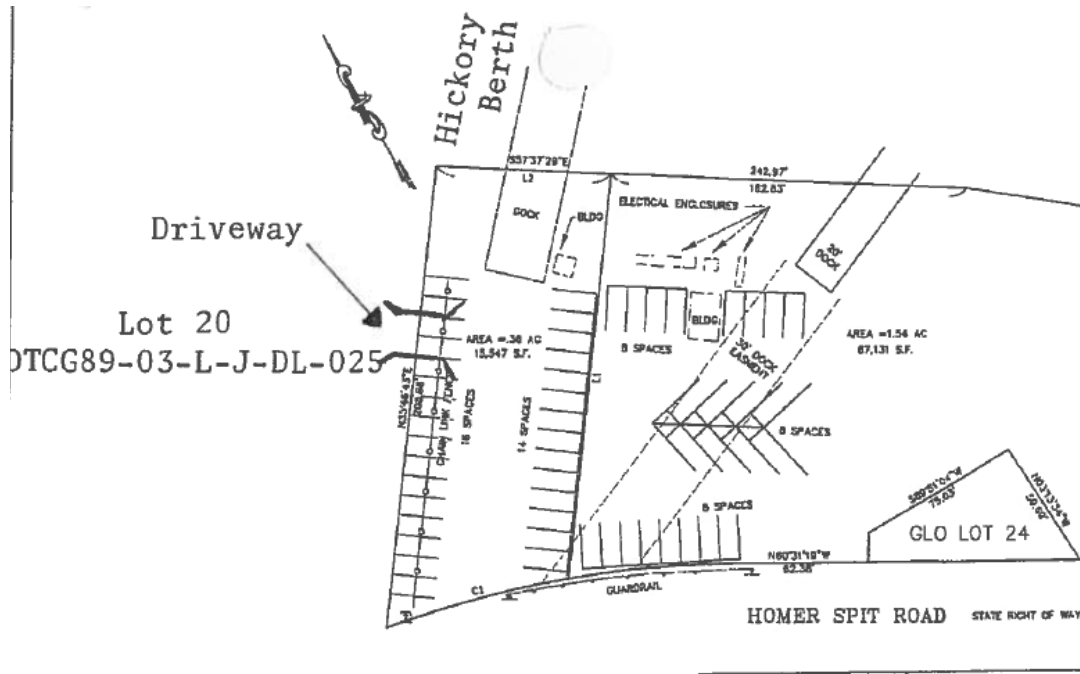
Alaska Marine Highway lease: Alaska Marine Highway System built a warehouse to support ferry operations, summer 2011. Lease expires 4/30/2060. (16,000 sq ft leased). MOA on file regarding ferry terminal and city maintenance shop.

The Port Maintenance Shop is on this lot, and a large water tank, and other accessory structures.

Finance Dept. Code: 400.600.4560

 <p>United States Coast Guard Lot 20</p>	
Designated Use: Lease Acquisition History:	
Area: 0.35 acres	Parcel Number: 18103445
Legal Description: Portion of Government Lot 20	
Zoning: Marine Industrial	Wetlands: N/A
Infrastructure: Water, sewer, paved road access	Address: 4688 Homer Spit Road
Leased to: US Coast Guard. Resolution 15-009 approved an additional 20 year lease ending 9/30/2043	
Finance Dept. Code: 400.0602.4631	

Aspen Lease

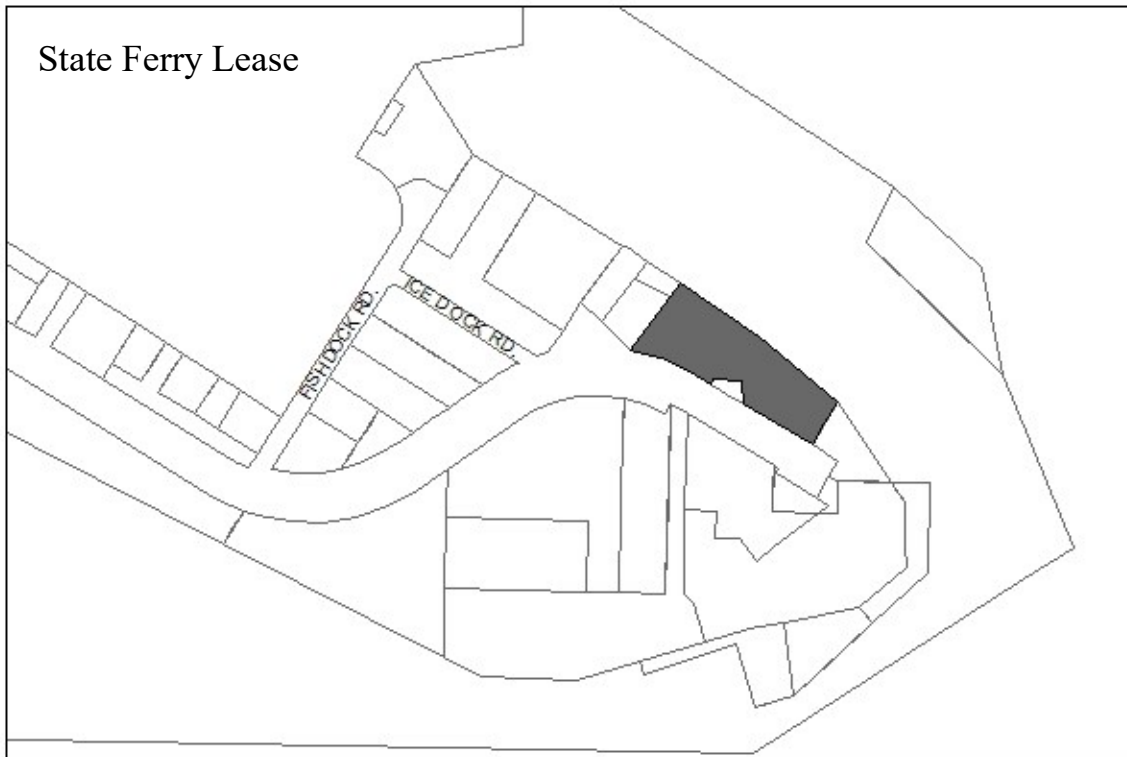


See page B-25. This lease is a portion of the Pioneer Dock.

West trestle of the Pioneer Dock, for mooring and parking on west trestle and Lot 45A.

Leased to: Coast Guard. Expiration September 30, 2022. DTCG89-03-L-J-DL-034. Now month to month, working through federal level, to work out a new long term lease.

Finance Dept. Code: 400.0602.4631



Designated Use: Ferry Terminal and Staging

Acquisition History: Quitclaim Deed to KPPUDIST #1 2/18/64: Orig Cert filed between KPPUD and BLM for Harbor use for 25 years on 7/29/55.

Area: 1.83 acres or 79,799 sq ft

Parcel Number: 18103447

Legal Description: HM0930049 T07S R13W S01 HOMER SPIT SUB NO 6 VELMA'S ADDN LOT 45-A

Zoning: Marine Industrial

Wetlands: None

Infrastructure: Paved road, water and sewer.

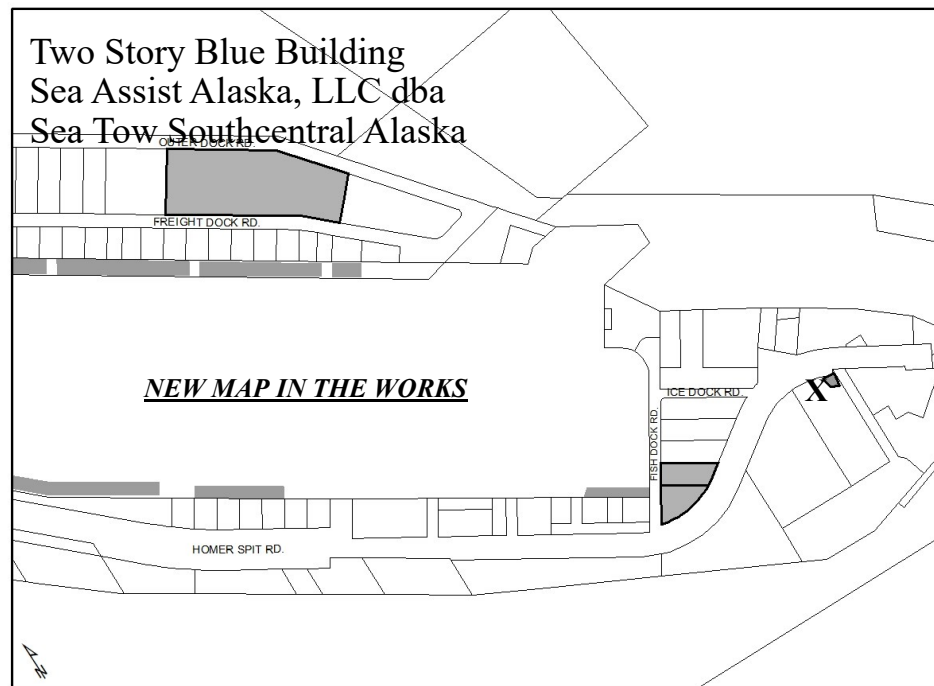
Address: 4690 Homer Spit Road

Leased to: Alaska Marine Highway

Expiration: April 30, 2060

MOA on file regarding ferry terminal and city maintenance shop.

Finance Dept. Code:



Designated Use: Leased Lands

Acquisition History:

Area: 1.05 acres (0.52 and 0.53 acres)

Parcel Number: 18103477, 78

2019 Assessed Value: Land value \$325,700

Legal Description: T 7S R 13W SEC 1 SEWARD MERIDIAN HM 2007136 HOMER SPIT REPLAT 2006 LOT 9-A and 10A

Zoning: Marine Industrial

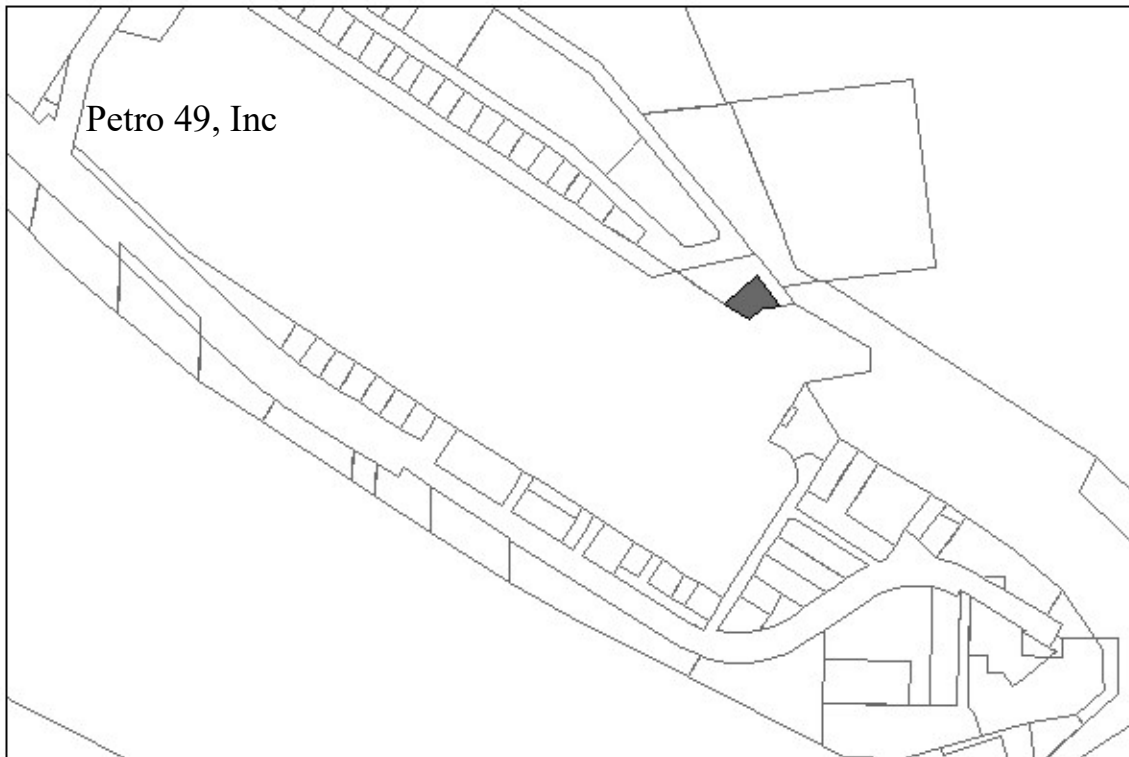
Infrastructure: Water, sewer, natural gas, paved road access

Address: 4667 Homer Spit Road

Leased to Homer Sea Tow, Resolution 20-036, expiration 3/31/2025. One year extension to 3/31/26

The lower level of the building contains a large water pump that is part of the city water infrastructure and not available for lease.

Finance Dept. Code:



Designated Use: Leased Land (Fuel tanks for fuel dock)

Acquisition History:

Area: 20,000 sq ft (0.459 acres)

Parcel Number: 18103260

Legal Description: HM0970072 T07S R13W S01 HOMER SPIT NO 6 8-E-1

Zoning: Marine Industrial

Wetlands: None

Infrastructure: Paved road, water and sewer.

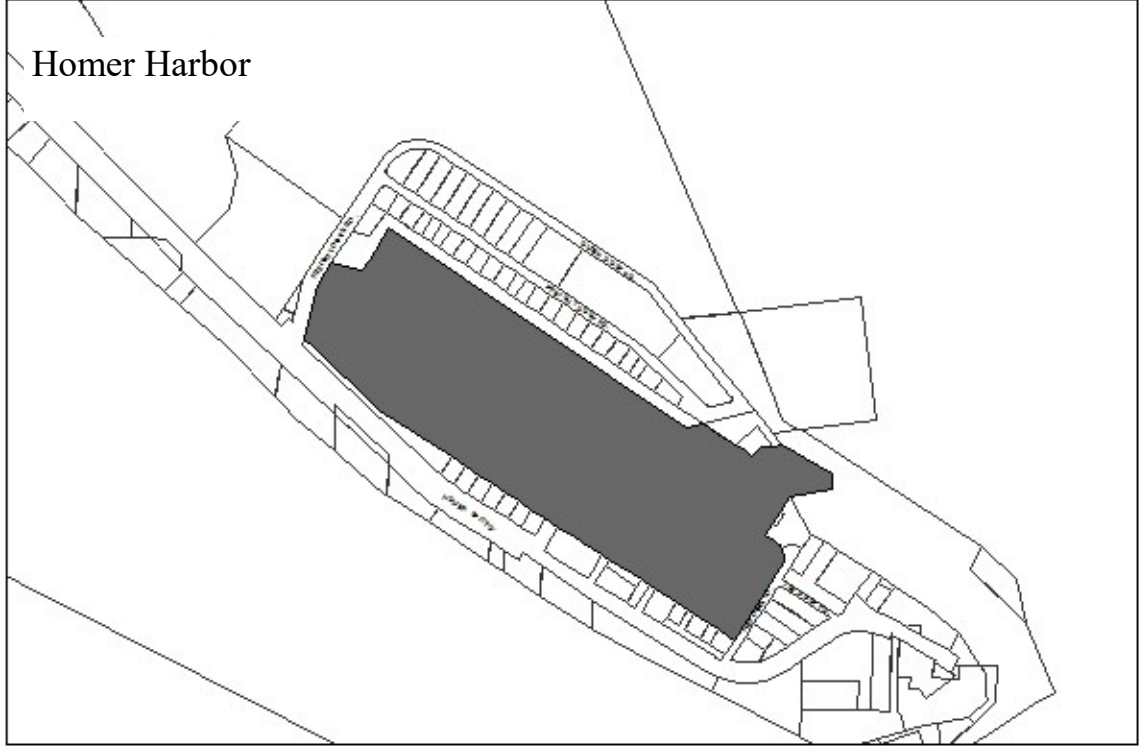
Address: 4607 Freight Dock Road

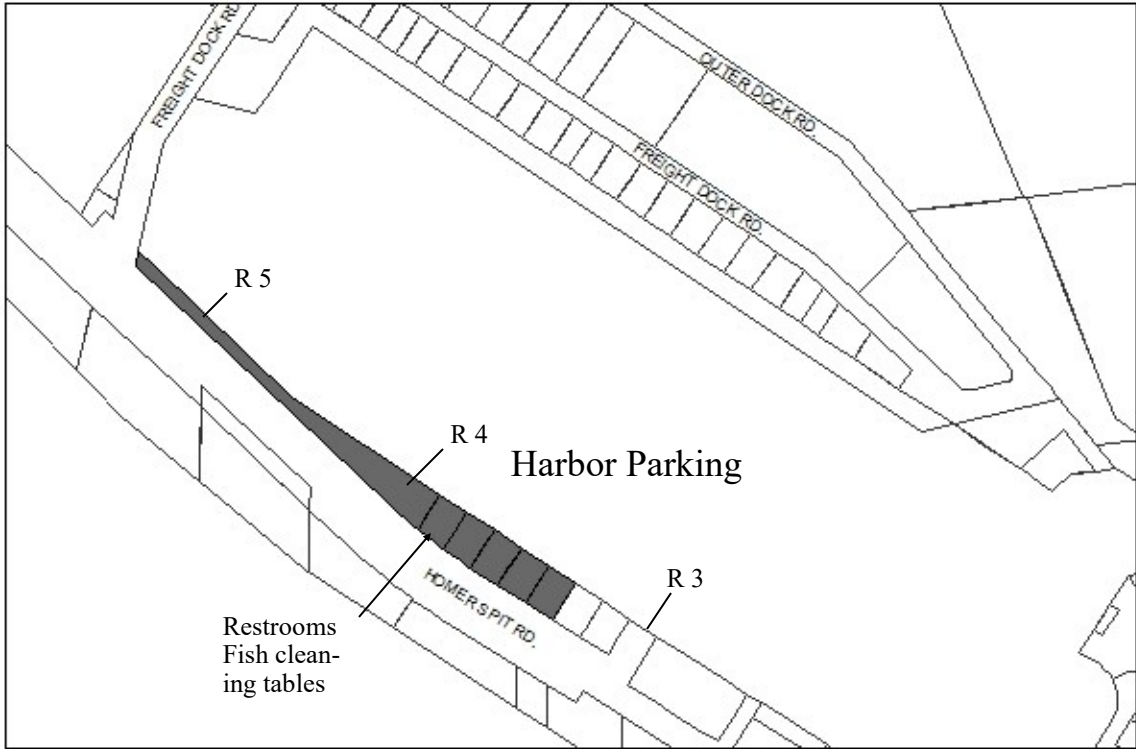
Leased to: Petro 49
Resolution 16-031(S) 11/30/38 with 2 5-year extensions

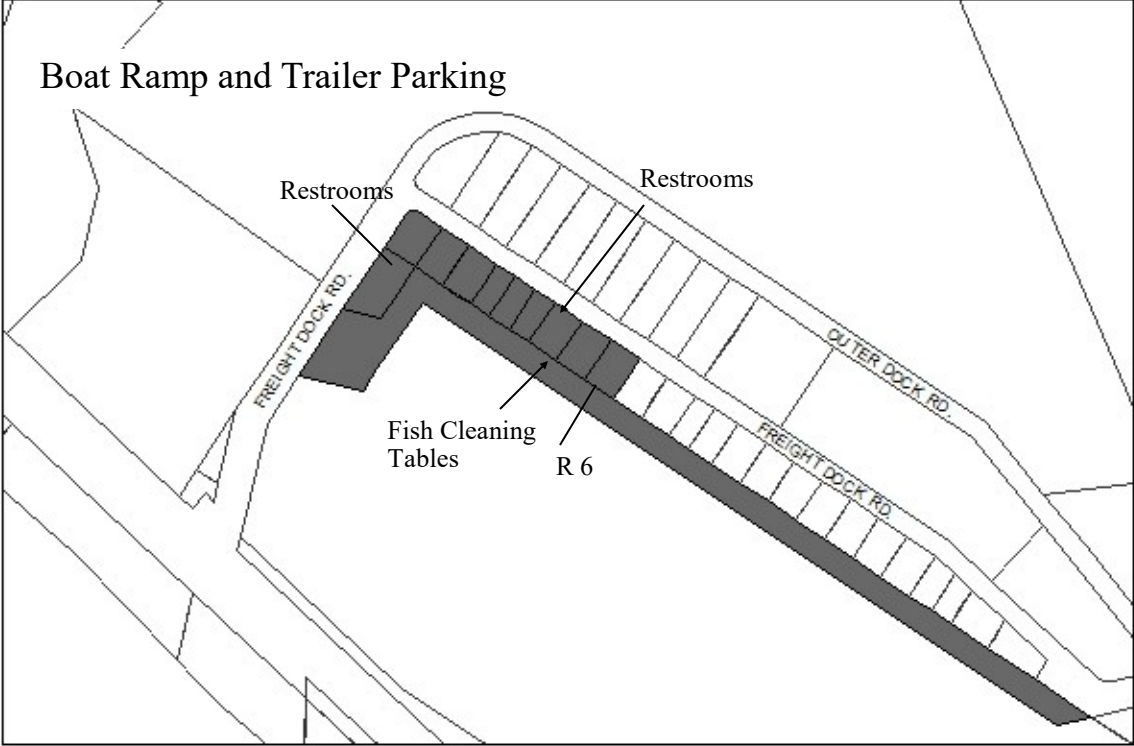
Finance Dept. Code: 400.600.4650

Section C

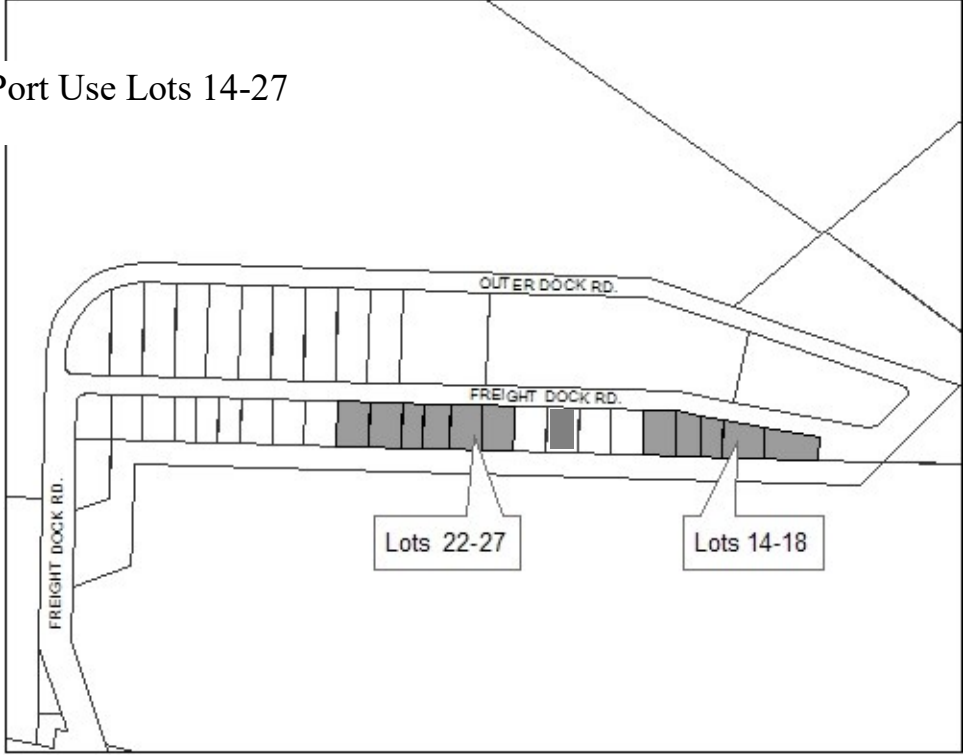
Port Facilities

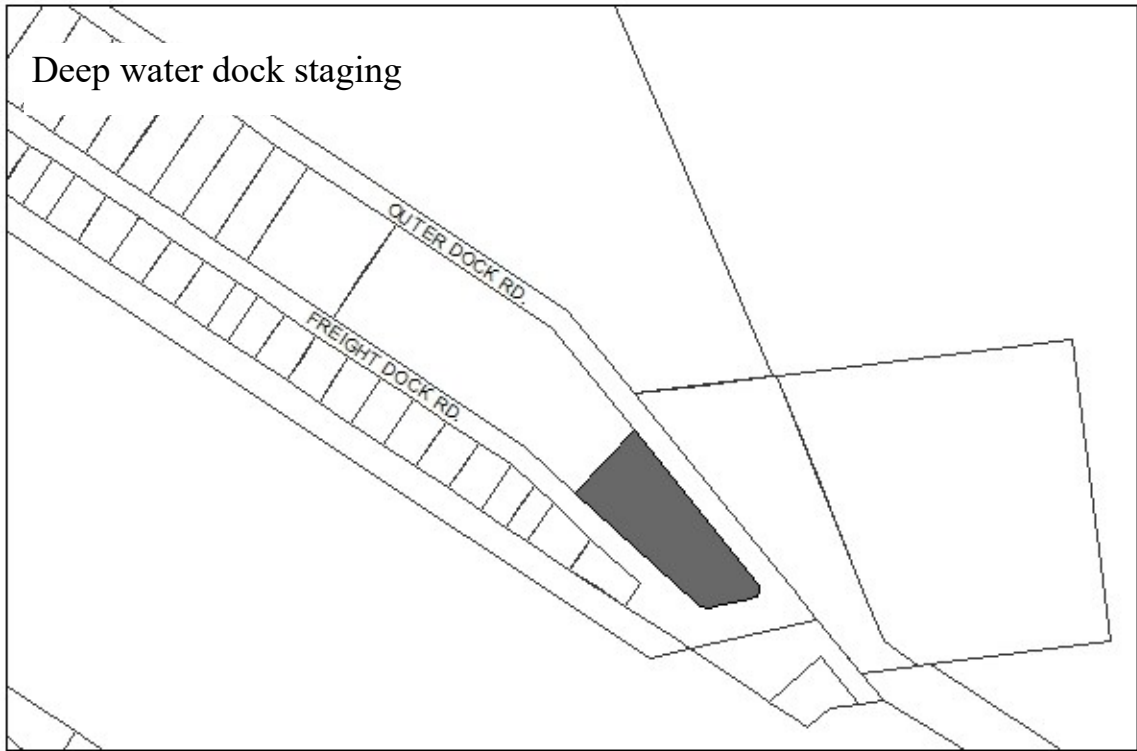
	
Designated Use: Homer Small Boat Harbor Acquisition History: Reso 99-51 Reconveyed from ACOE	
Area: 72.94	Parcel Number: 18103214
Legal Description: T 6S R 13W SEC 35 T 6S R 13W SEC 36 T 7S R 13W SEC 1 T 7S R 13W SEC 2 HM 0920050 HOMER SPIT SUB NO TWO AMENDED SMALL BOAT HARBOR SEWARD MERIDIAN	
Zoning: Marine Commercial/Small Boat Harbor Overlay	Wetlands: N/A
Infrastructure: floats, road access, water and sewer	
Notes: 	
Finance Dept. Code:	

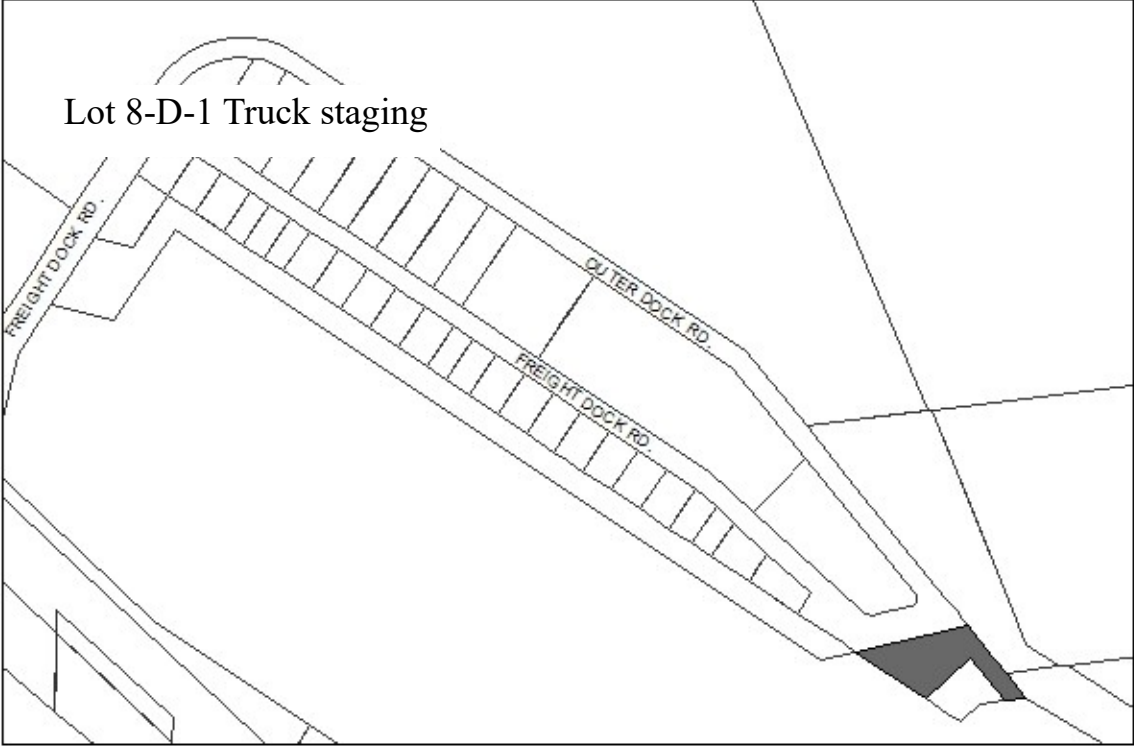
	
Designated Use: Parking Acquisition History:	
Area: 3.12 acres	Parcel Number: 181033 18-22, 24
Legal Description: T 7S R 13W SEC 1 SEWARD MERIDIAN HM 0890034 HOMER SPIT SUB AMENDED LOT 13-17, HM 0910003 HOMER SPIT SUB NO TWO SEWARD MERIDIAN LOT 12A	
Zoning: Marine Commercial	Wetlands: N/A
Infrastructure: Paved road, gas, Spit Trail, water and sewer, public restrooms	
Notes: New restrooms at Ramp 5 constructed 2015/2016	
Finance Dept. Code:	

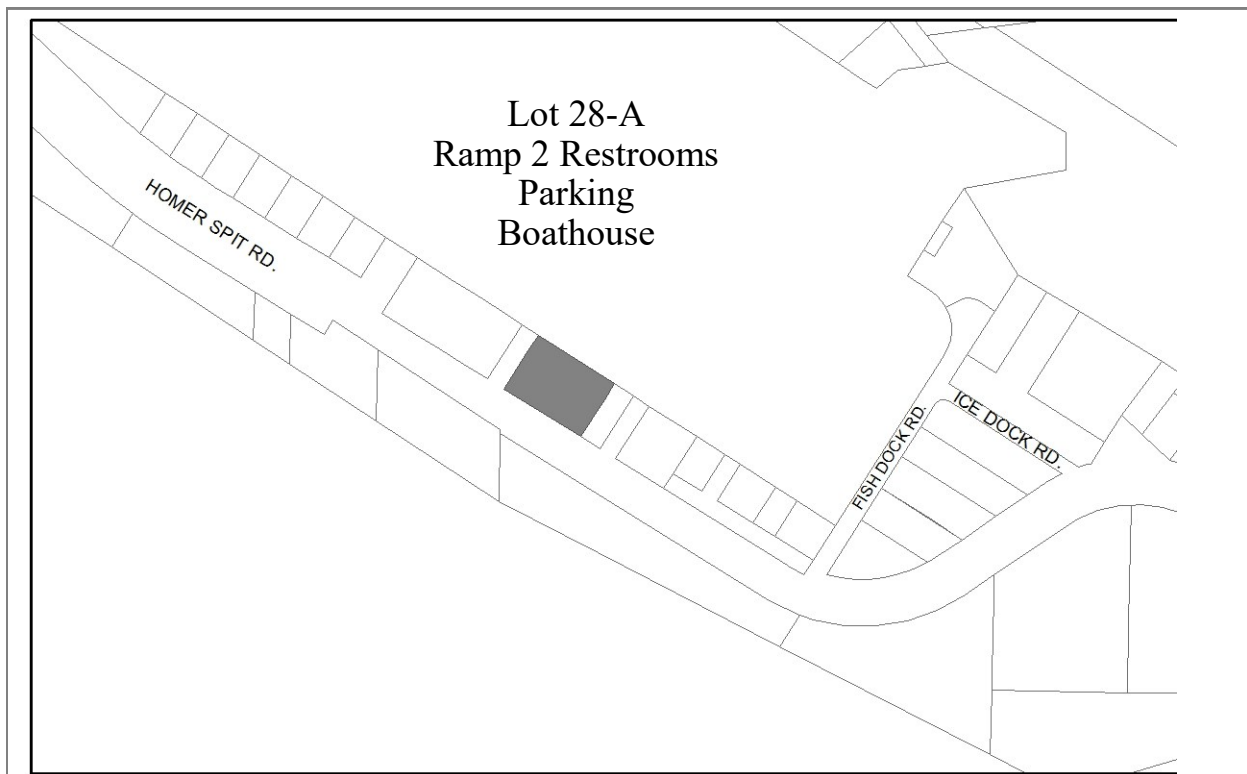
	
Designated Use: Boat ramp and trailer parking Acquisition History:	
Area: 8.32 acres	Parcel Number: 181032 47-58, 18103216
Legal Description: Homer Spit Sub No 5 Lots 28-37, Homer Spit Sub No 2 Amended Lot G-8	
Zoning: Marine Industrial, over slope area is Marine Commercial	Wetlands: N/A
Infrastructure: paved road, gas, water and sewer, public restrooms	
Notes: Includes boat launch (reconstructed in 2016), Spit Trail, boat trailer parking, two public restrooms and over slope area along the harbor. Resolution 2007-51: Lots 14-35, RFP process should be delayed until the master parking plan and over slope development standards and issues are dealt with.	
Finance Dept. Code:	

<p>Lots 1-10</p>	
Designated Use: Port Use Acquisition History:	
Area: 6.67 acres	Parcel Number: 181032-21,22-29, 31
Legal Description: T 6S R 13W SEC 35 T 6S R 13W SEC 36 HM 0930012 HOMER SPIT SUB NO 5 SEWARD MERIDIAN LOTS 1-10	
Zoning: Marine Industrial	Wetlands: N/A
Infrastructure: paved road, gas, water and sewer, Barge ramp	
Notes: Lots 1,2,3: Summer boat trailer parking Resolution 14-041, Lots 9 and 10 are available for short term lease only	
Finance Dept. Code:	

<p>Port Use Lots 14-27</p>  <p>The map shows a waterfront area with two main roads: 'OUTER DOCK RD.' running horizontally and 'FREIGHT DOCK RD.' running vertically on the left. A series of lots are shown along these roads. A callout box labeled 'Lots 22-27' points to a group of shaded lots along Freight Dock Rd. Another callout box labeled 'Lots 14-18' points to a group of shaded lots along Outer Dock Rd.</p>	
<p>Designated Use: Port Use Acquisition History:</p>	
<p>Area: 3.16 acres</p>	<p>Parcel Number: 18103233-37, 41-46</p>
<p>Legal Description: Homer Spit No 5 Lots 14-18, 22-27</p>	
<p>Zoning: Marine Industrial</p>	<p>Wetlands: N/A</p>
<p>Infrastructure: paved road, gas, Spit Trail, water and sewer</p>	
<p>Notes: Resolution 2007-51: Lots 14-35, RFP process should be delayed until the master parking plan and over slope development standards and issues are dealt with. The harbor office completed in 2015 is on lots 22 and 23.</p>	
<p>Finance Dept. Code:</p>	

	
Designated Use: Deep water dock staging Acquisition History:	
Area: 2.08 acres	Parcel Number: 18103232
Legal Description: T 6S R 13W SEC 36 T 7S R 13W SEC 1 HM 0930012 HOMER SPIT SUB NO 5 SEWARD MERIDIAN LOT 13	
Zoning: Marine Industrial	Wetlands: N/A
Infrastructure: paved road, gas, water and sewer	
Notes: Resolution 2007-51 Lot 13: Continue its current use as gear storage and cargo staging for Deep Water Dock cargo.	
Finance Dept. Code:	

	
Designated Use: Commercial Truck Staging Acquisition History:	
Area: 1.12 acres	Parcel Number: 18103259
Legal Description: T 7S R 13W SEC 1 SEWARD MERIDIAN HM 0970072 HOMER SPIT NO 6 8-D-1	
Zoning: Marine Industrial	Wetlands: N/A
Infrastructure: Gravel road access, water and sewer	
Notes: Resolution 2007-51: Lot 8D1 should be reserved for a marine related business which could include a petroleum products tank farm and a pipeline out to the (expanded) Deep Water Dock. This lot to be RFP's at the appropriate time for this type of marine support activity. 2014 construction of guard shack for Deep Water Dock, restrooms and picnic facility, completion of Spit Trail, and paved the lot for dock staging.	
Finance Dept. Code:	



Designated Use: Parking, restrooms and boathouse (Reso 16-043)

Acquisition History:

Area: 0.93 acres

Parcel Number: 18103397

Legal Description: Homer Spit Subdivision Amended Homer Boathouse Replat Lot 28-A

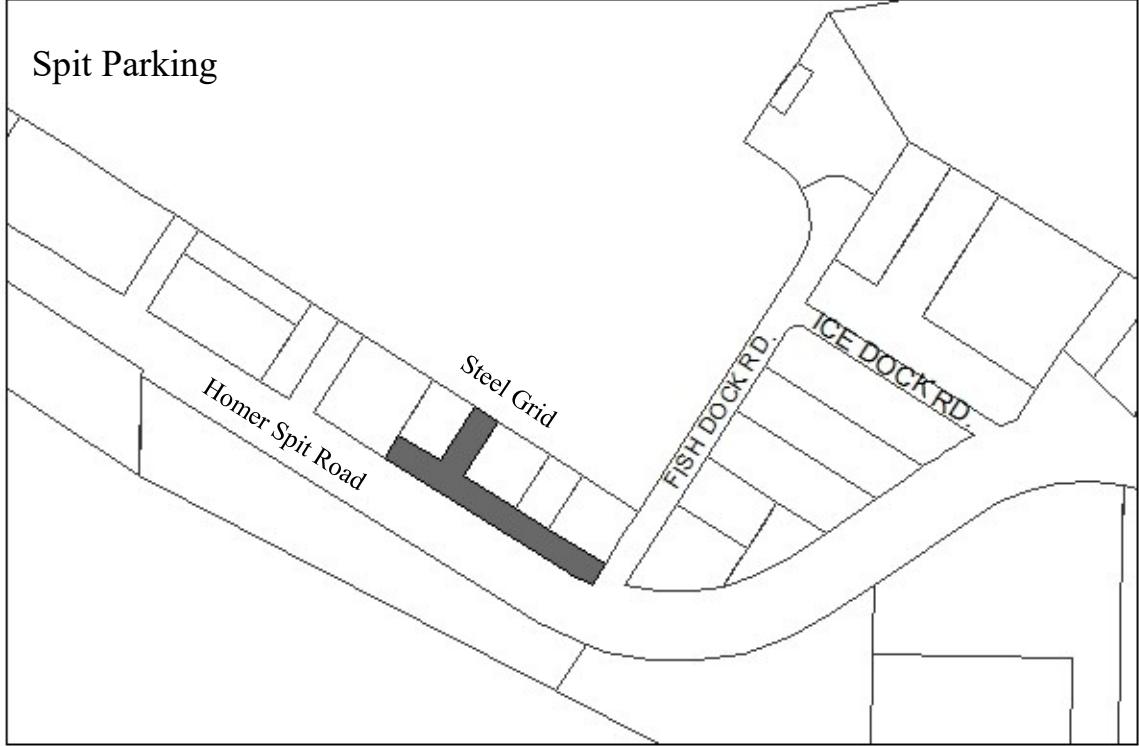
Zoning: Marine Commercial

Infrastructure: Paved road, gas, water and sewer

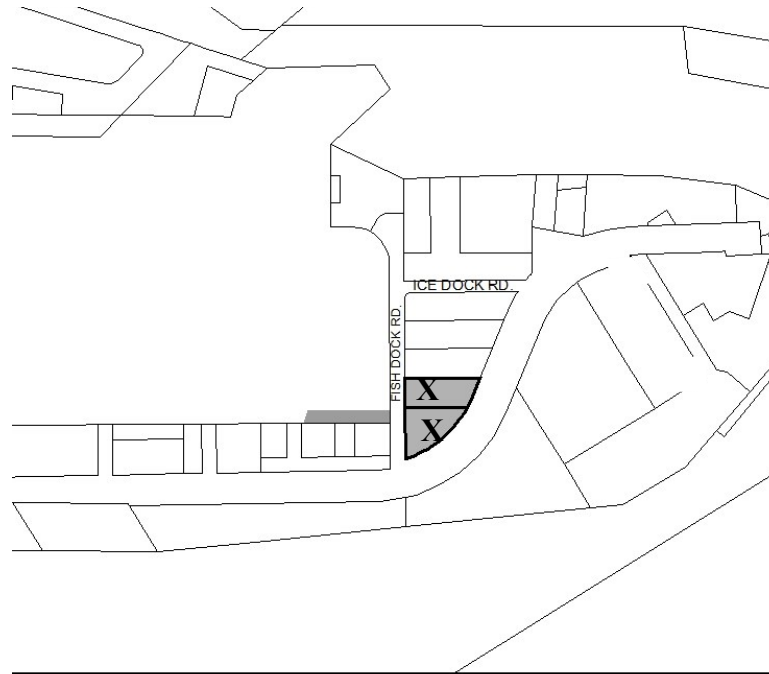
Former site of Harbormaster Office.
Boat house constructed 2017/18 on a portion of the property.

Original Restrooms built in 1974. Property was part of a Land and Water Conservation Fund Grant in 1972, Project #02-00072. Land may be required to remain parkland in perpetuity. New restrooms constructed 2018-2019, LWCF agreement amended.

Finance Dept. Code:

 <p>The map shows a coastal area with several roads: Homer Spit Road running diagonally from the top left towards the bottom right; Steel Grid, a small rectangular area adjacent to Homer Spit Road; Fish Dock Rd and Ice Dock Rd, which run parallel to each other and meet Homer Spit Road. The area is labeled 'Spit Parking' in the top left corner.</p>	
Designated Use: Parking and Access Acquisition History:	
Area: 0.6 acres	Parcel Number: 18103441
Legal Description: T 7S R 13W SEC 1 SEWARD MERIDIAN HM 0920050 HOMER SPIT SUB NO TWO AMENDED PARKING AND ACCESS AREA	
Zoning: Marine Commercial	Wetlands: N/A
Infrastructure: Paved road	
Notes: Provides parking for adjacent businesses, and harbor access.	
Finance Dept. Code:	

Lots 9A, 10A



Designated Use: Resolution 23-043 Port use for fishery use, short term leases and facility parking
Acquisition History:

Area: 1.05 acres (0.52 and 0.53 acres)

Parcel Number: 18103477, 78

2022 Assessed Value: Land value \$333,500

Legal Description: T 7S R 13W SEC 1 SEWARD MERIDIAN HM 2007136 HOMER SPIT REPLAT 2006 LOT 9-A and 10A

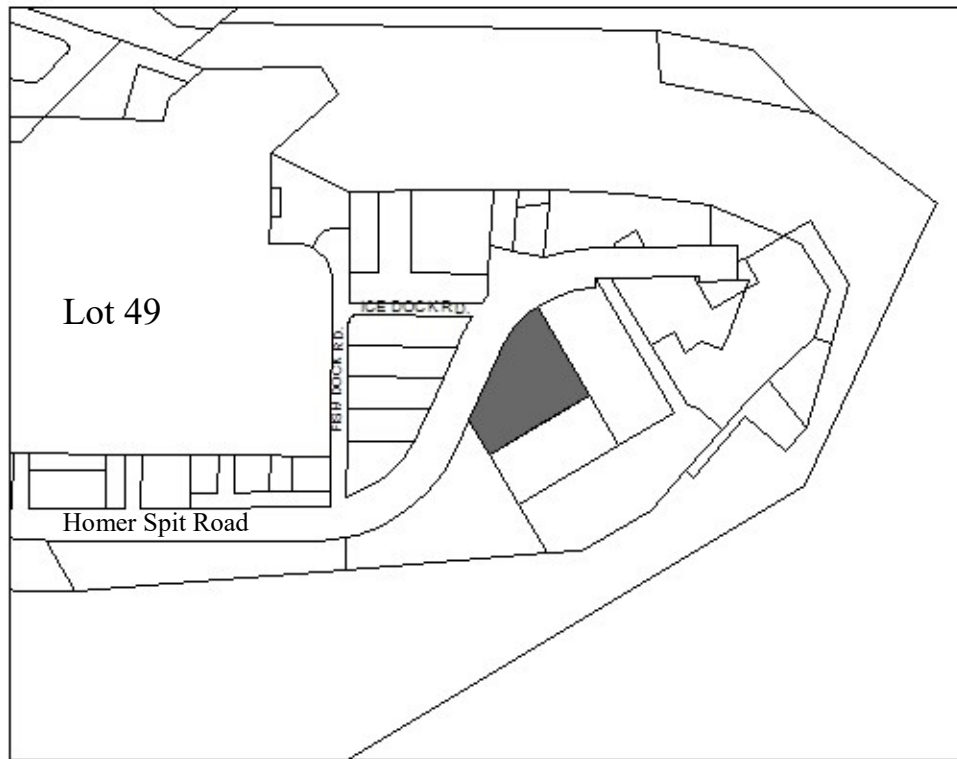
Zoning: Marine Industrial

Infrastructure: Water, sewer, gas, Spit Trail, paved road access

Address:

Prior to a long-term lease the site is appraised. The appraised lease rates for uplands is approximately \$0.90 per square foot, per annum. Lease rates vary; contact Economic Development at 907-435-3119.

Finance Dept. Code:



Designated Use: Main Dock Staging
Acquisition History:

Area: 2 acres

Parcel Number: 18103403

Legal Description: T 7S R 13W SEC 1 SEWARD MERIDIAN HM 0890034 HOMER SPIT SUB AMENDED LOT 49

Zoning: Marine Industrial

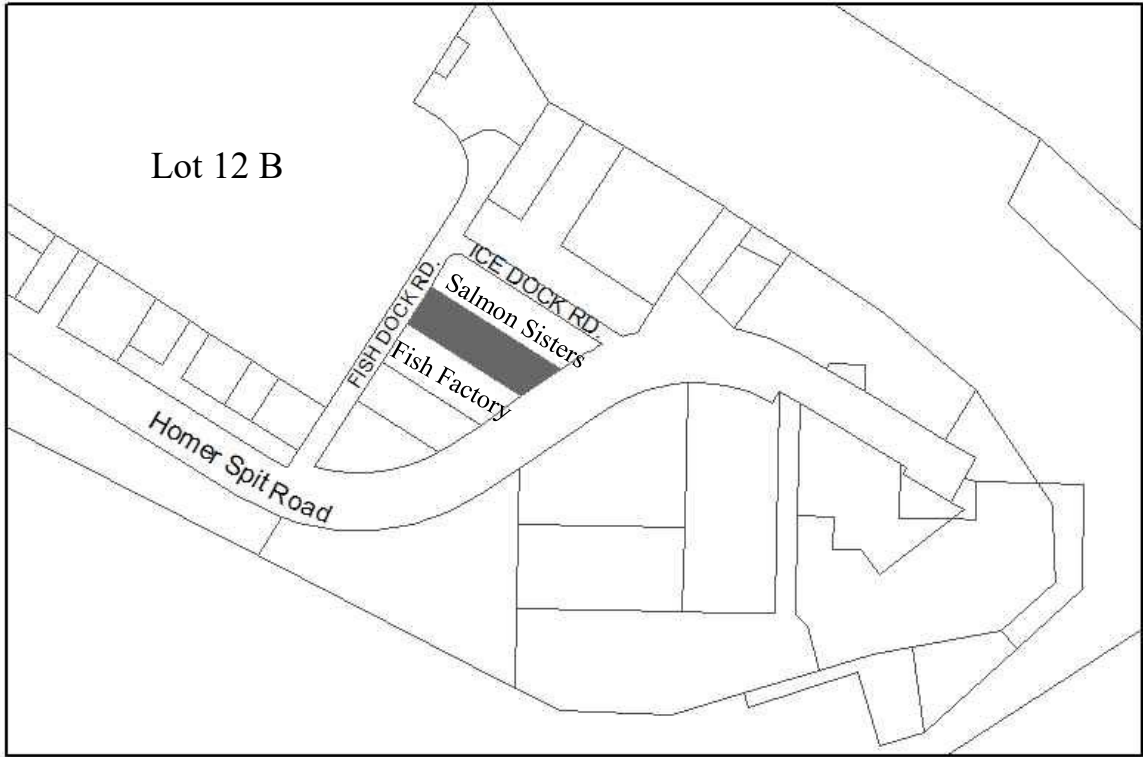
Wetlands: N/A

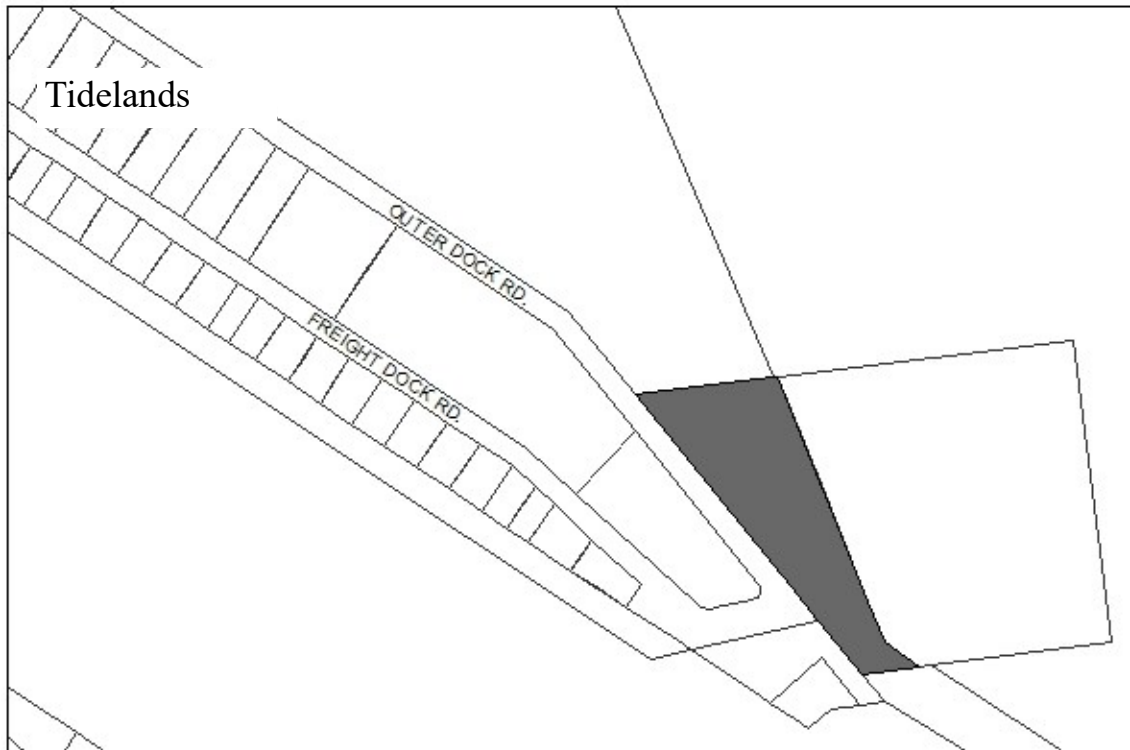
Infrastructure: Paved road, gas, water and sewer

Notes:

Resolution 2007-51: Continue to use for dredge material dewatering.

Finance Dept. Code:

	
Designated Use: Leased Lands Acquisition History:	
Area: 0.68 acres	Parcel Number: 18103451
Legal Description: City of Homer Port Industrial Subdivision No 4 Lot 12-B	
Zoning: Marine Industrial	
Infrastructure: Water, sewer, paved road access	Address:
<p>New Fish Grinder building constructed in 2025. ADF&G grant stipulations require the property be kept by the City for the intended use for 20 years, until 12/31/44.</p> <p>Drywell to be constructed to resolve drainage issues FY26.</p>	
Finance Dept. Code:	



Designated Use: Tidelands
Acquisition History:

Area: 4.19 acres

Parcel Number: 18103213

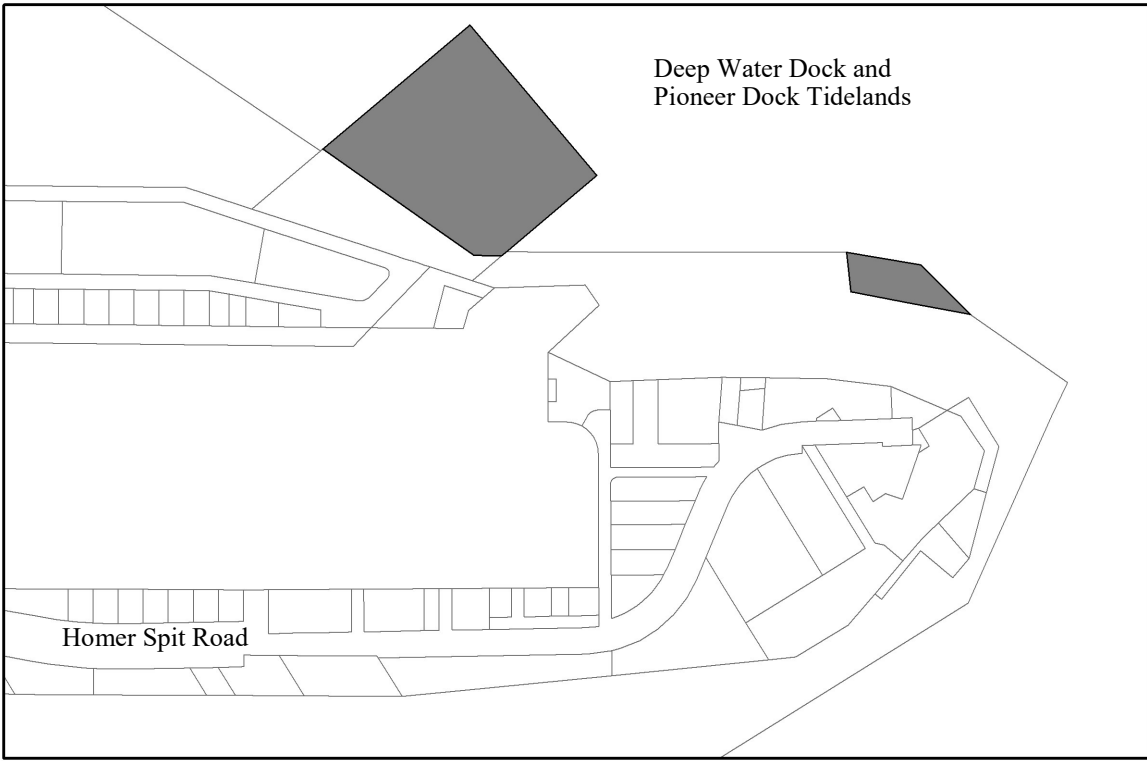
Legal Description: T 6S R 13W SEC 36 T 7S R 13W SEC 1 SEWARD MERIDIAN HM 0920050
 HOMER SPIT SUB NO TWO AMENDED TRACT A

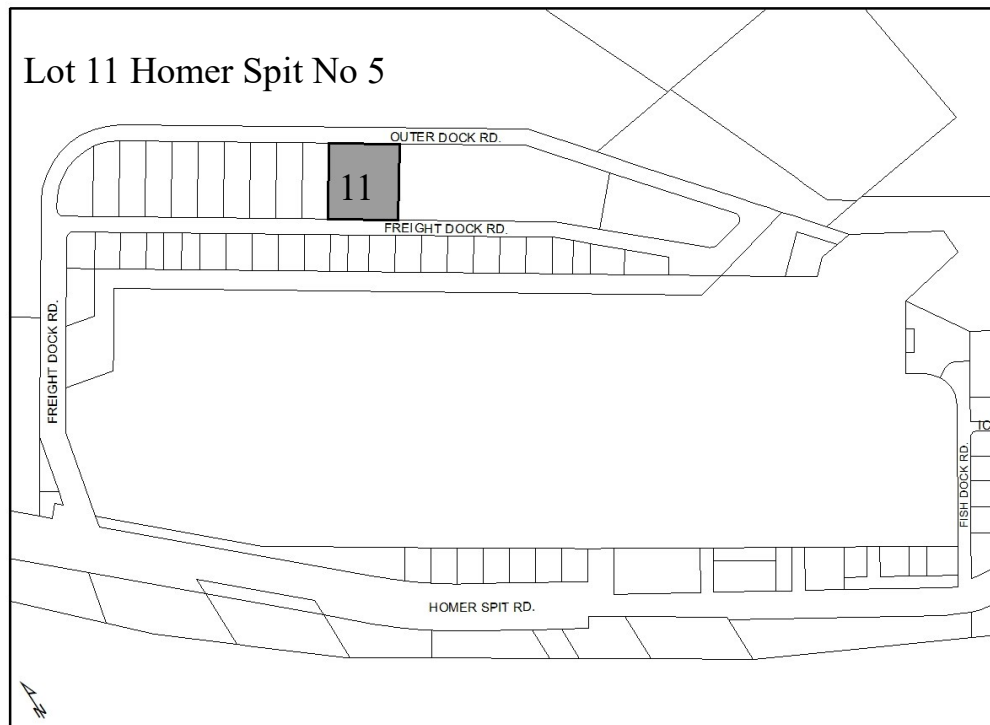
Zoning: Not zoned

Wetlands: Tidelands

Infrastructure:

Finance Dept. Code:

	
Designated Use: Port and Harbor Use Acquisition History: Resolution 17-81	
Area: 11.91 acres, 1.37 acres	Parcel Number: 18103203, 18107005
Legal Description: ATS 1373 and ATS 1603	
Zoning: Outside city limits	Wetlands: N/A
Infrastructure:	
Notes: Acquired from the State of Alaska	
Finance Dept. Code:	



Designated Use: Port Facility
Acquisition History:

Area: 1.78 acres. A small portion is leased for a telecommunications tower
Parcel Number: 18103230

Legal Description: Homer Spit Subdivision No. 5 Lot 11

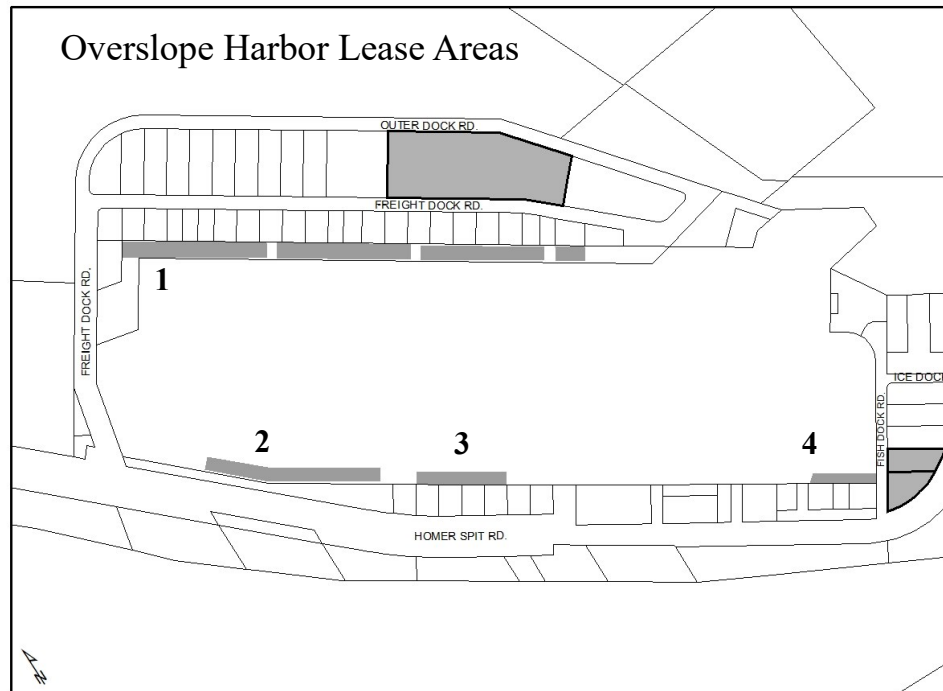
Zoning: Marine Industrial

Infrastructure: Water, sewer, paved road access
Address: 4300 Freight Dock Road

A portion of Lot 11 is under lease for a telecommunications tower. (18103230LH01)

This lot is withheld from long term lease pending the General Investigation Study with ACOE for the Large Vessel Moorage Facility. (Resolution 20-19)

Finance Dept. Code:



Designated Use: Future overslope lease areas 17-33, 23-043

Acquisition History:

Area:

Parcel Number:

2022 Assessed Value:

Legal Description:

Zoning: Marine Commercial and Small Boat Harbor Overlay

Infrastructure: Water, sewer, gas, Spit Trail, paved road access

Address:

Prior to a long-term lease the site is appraised. The appraised lease rates for uplands is approximately \$0.90 per square foot, per annum. Lease rates vary; contact Economic Development at 907-435-3119.

Only area 1 is available for lease; other areas are held as conceptual locations for future overslope development.

Finance Dept. Code:

Section D

City Facilities and Other Lands

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Designated Use:

Area:

Parcel Number:

2015 Assessed Value:

Legal Description:

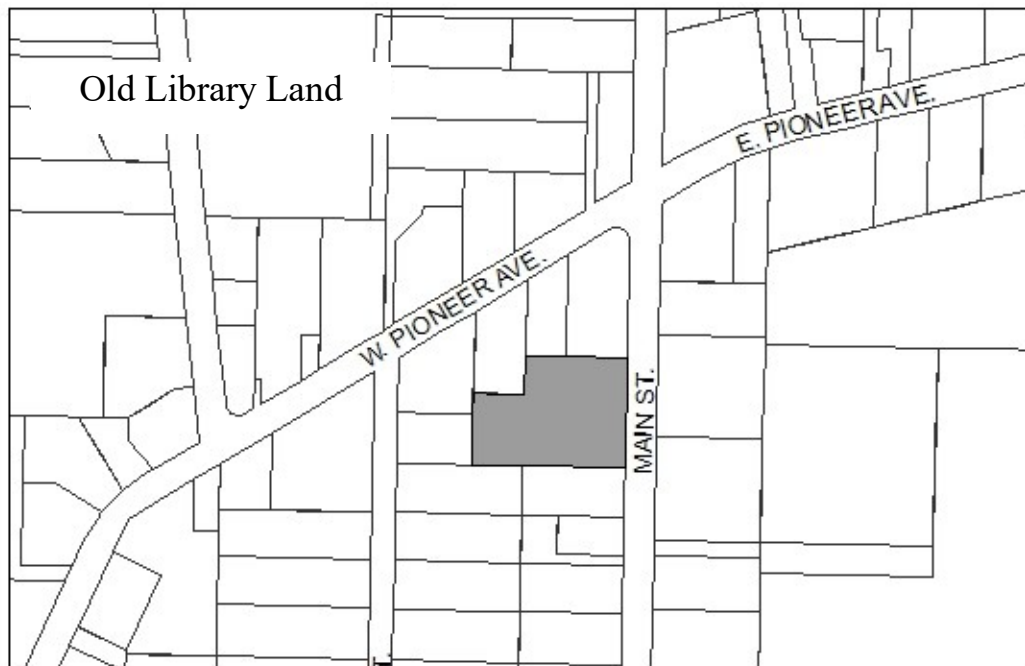
Zoning:

Wetlands:

Infrastructure:

Notes:

Finance Dept.



Designated Use: City Facility and Other Lands (Resolution 20-019)

Acquisition History: Deed: Jewel July 1982 (back lot portion) Deed: Watson 1978 (library/Pioneer area)

Area: 1.31 acres

Parcel Number: 17514416

2019 Assessed Value: \$69,400

Legal Description: T 6S R 13W SEC 19 SEWARD MERIDIAN HM 2008016 HOMER PUBLIC LIBRARY NO 2 LOT 2

Zoning: Central Business District

Wetlands: Drainage and wetlands may be present

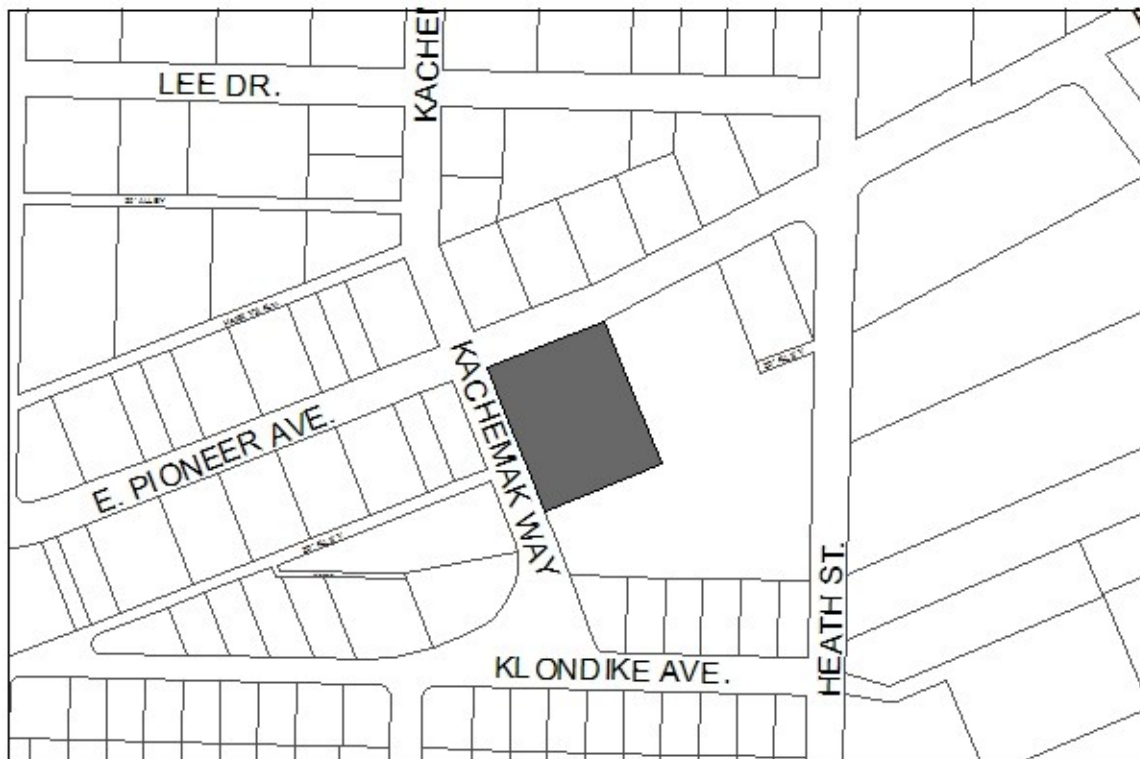
Infrastructure: Paved road, water, sewer, natural gas

Notes: This land was part of the former library site. The library building was subdivided onto its own lot, and sold.

The land has a nice bay view, but would require stumping. Driveway access off of Main Street is very steep. It is likely significant dirt work would be needed to make this lot viable for commercial or multifamily development.

Finance Dept. Code:

Designated Use: Library. Resolution 2003-72 Acquisition History: KPB Ord 93-09	
Area: 5.25 acres	Parcel Number: 17710739, 17710740
2019 Assessed Value: \$8,248,000 (Land 272,600, Structure 7,975,400)	
Legal Description: HM2005036 T06S R13W S20 TRACT B GLACIER VIEW SUB NO 26, HM2005036 T06S R13W S20 TRACT A GLACIER VIEW SUB NO 26	
Zoning: Central Business District	Wetlands: Some wetlands present
Infrastructure: Paved road access, trail access, gas, water and sewer available.	
Notes: Resolution 23-030 supported improvements on the lots based on a design plan developed by Friends of the Homer Library.	
Finance Dept. Code:	



Designated Use: City Hall

Acquisition History: Purchased, Schoulz 12/31/86

Area: 1.12 acres

Parcel Number: 17720408

2019 Assessed Value: \$2,377,700 (Land 188,800 Structure 2,218,900)

Legal Description: HM2004048 T06S R13W S20 Glacier View Subdivision Campus Addition Lot 6-A-2

Zoning: Central Business District

Wetlands: None

Infrastructure: Paved road access, gas, water and sewer.

Notes: New addition and remodel 2011/12. Lower parking area paved.

Finance Dept. Code:



Designated Use: Fire Station and former police station

Acquisition History: Straub Warr Deed 4/74, partial purchase Straub 4/5/74

Area: 1.57 acres

Parcel Number: 17702057

2019 Assessed Value: \$1,567,900 (Land: \$224,900 Structures: \$1,303,300)

Legal Description: HM 0870011 NEW HOMER HIGH SCHOOL NO 2 Tract 1-B

Zoning: Central Business District


Wetlands: N/A

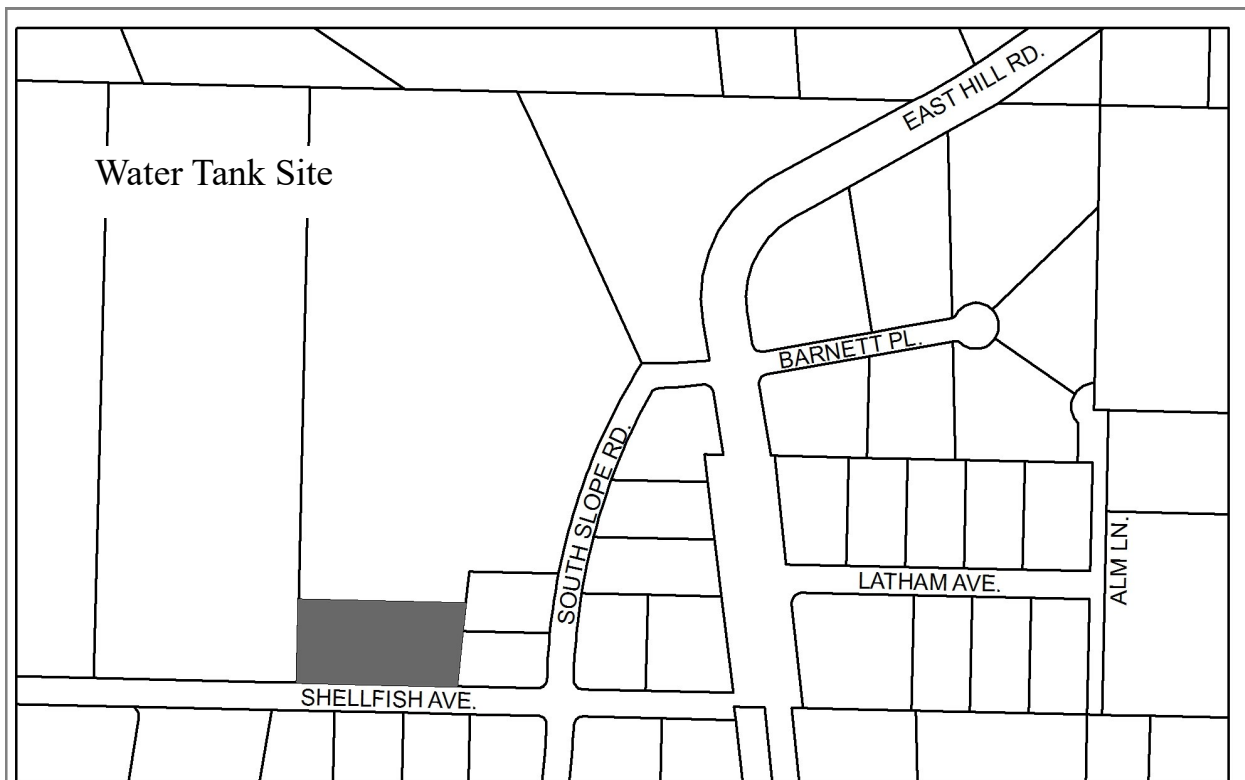
Infrastructure: Water, Sewer, Paved access

Notes: Fire hall remodel 2017/2018

Resolution 20-031 assigned management and use of the former police station to the Homer Volunteer Fire Dept

Finance Dept. Code:

	
Designated Use: Water Tank (A Frame Tank) Acquisition History: Dehel Deed 6/1/65	
Area: 0.5 acres	Parcel Number: 17504011
2019 Assessed Value: \$480,900 (Land: \$134,100, Structure: \$346,800 (water tank))	
Legal Description: HM T06S R13W S18 N 150 FT OF THE S 250 FT OF THE E 180 FT OF THE NE1/4 SE1/4	
Zoning: Rural Residential	Wetlands: Possible drainage through site
Infrastructure: N/A	
Notes:	
Finance Dept. Code:	



Designated Use: Future Water Tank
Acquisition History: Ordinance 14-39

Area: 1.5 acres

Parcel Number: 17701009

2019 Assessed Value: \$82,000

Legal Description: T6S R13W SEC 17 SEWARD MERIDIAN HM 2014023 BARNETT SUB
 QUIET CREEK ADDN 2014 TRACT A2

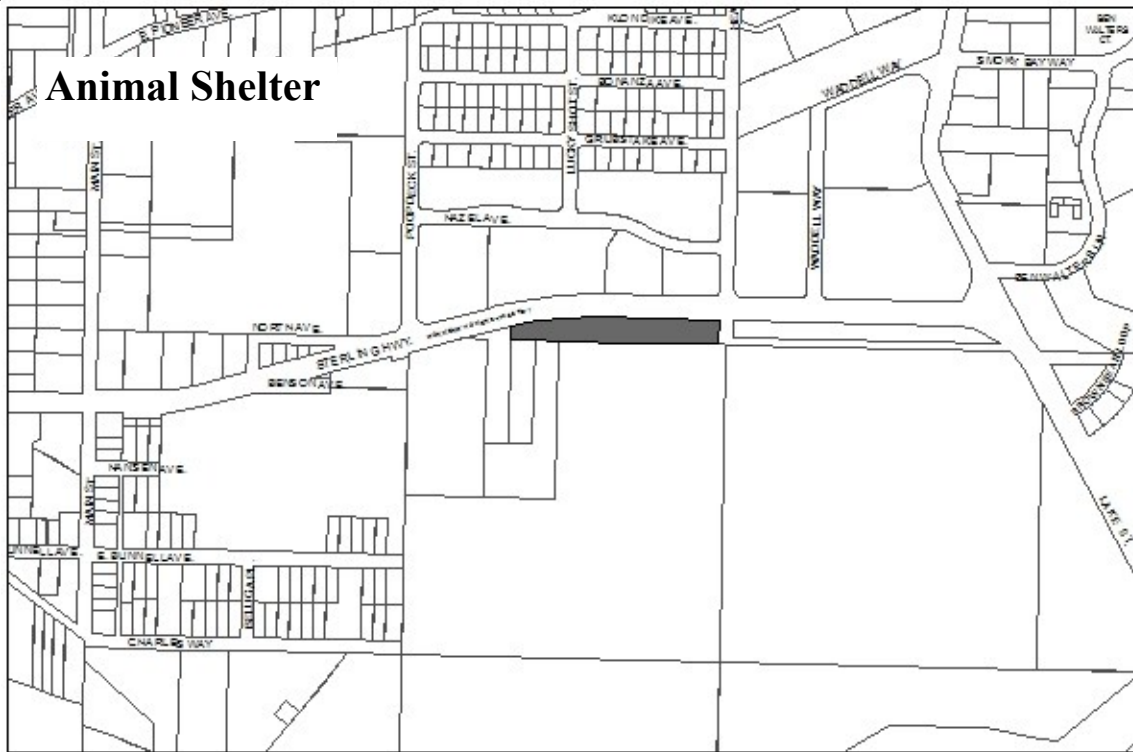
Zoning: Rural Residential

Wetlands:

Infrastructure: N/A

Notes: Future location of a new water tank. Project is shovel ready if federal funding becomes available.

Finance Dept. Code:



Designated Use: Animal Shelter

Acquisition History: Heath Deed 3/10/71

Area: 1.85 acres

Parcel Number: 17714020

2019 Assessed Value: \$1,474,100 (Land \$311,700, Structure \$1,162,400)

Legal Description: Glacier View Subdivision No 18 Lot 1

Zoning: Central Business District

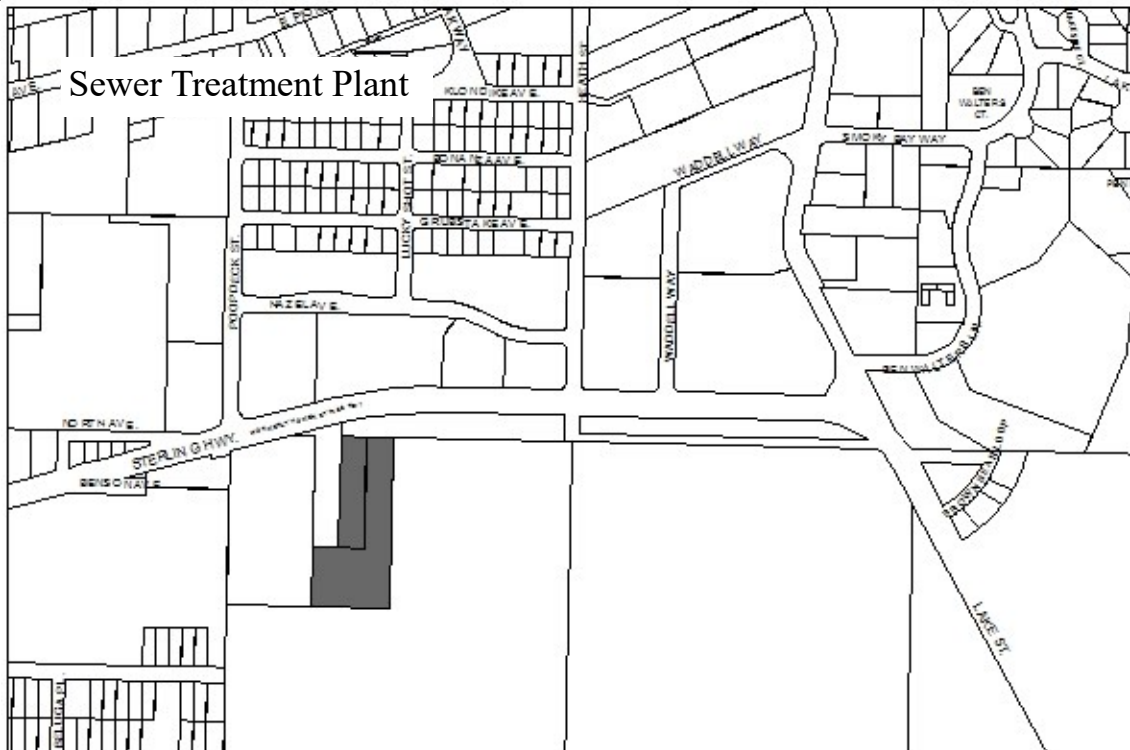
Wetlands: N/A

Infrastructure: Water, Sewer, gas, gravel access via Public Works

Notes: Also includes landscaped area along the Sterling Highway maintained by Parks and Recreation, and named Superintendent's Park.

Constructed in 2004. 3,828 sq feet.

Finance Dept. Code:



Designated Use: Sewage Treatment

Acquisition History: see below

Area: 4.08 acres

Parcel Number: 177140 14, 15

2019 Assessed Value: \$3,248,400 (Land: \$196,100 Structures/Improvements: \$3,052,300)

Legal Description: T 6S R 13W SEC 20 SEWARD MERIDIAN HM POR PER E1/2 NW1/4 NE1/4 SW1/4 PER D-60-164, T 6S R 13W SEC 20 SEWARD MERIDIAN HM THAT PORTION OF E1/2 NW1/4 NE1/4 SW1/4 PER D-60 @ 05

Zoning: Central Business District

Wetlands: Yes

Infrastructure: Water and Sewer. Access via PW complex

Notes:

Acquisition:

17414014: Mitchell Warr Deed 1/9/84

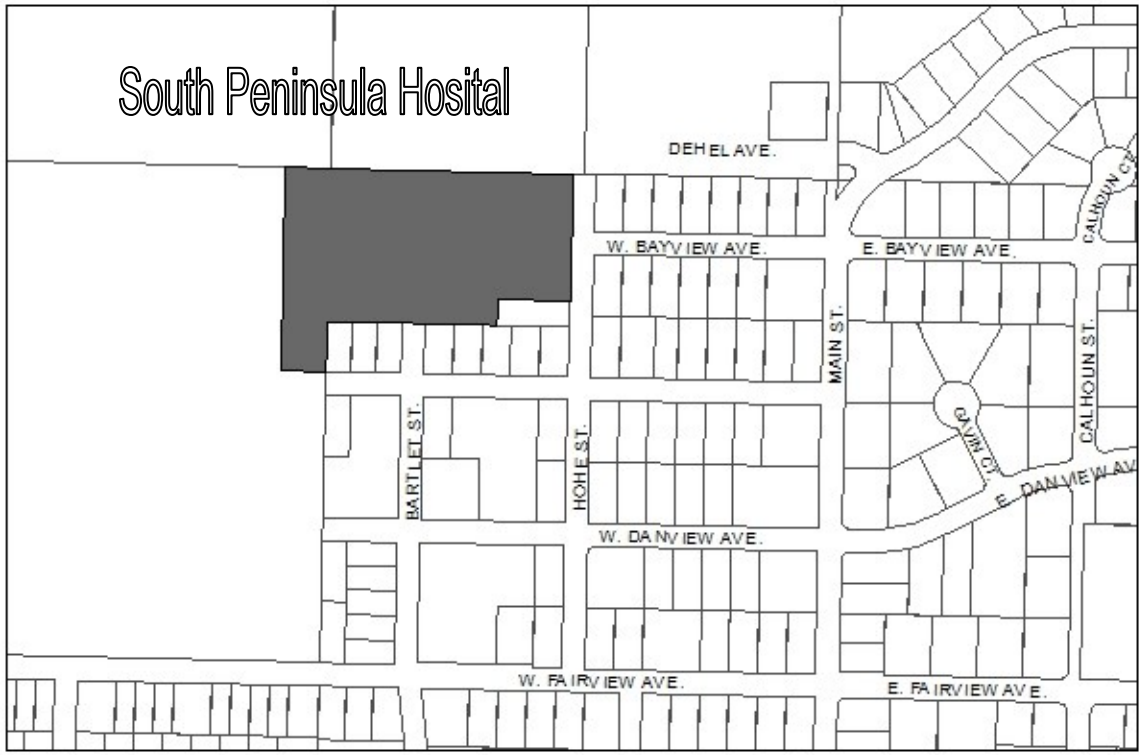
17714015: Heath/Whitmore Deed 3-71

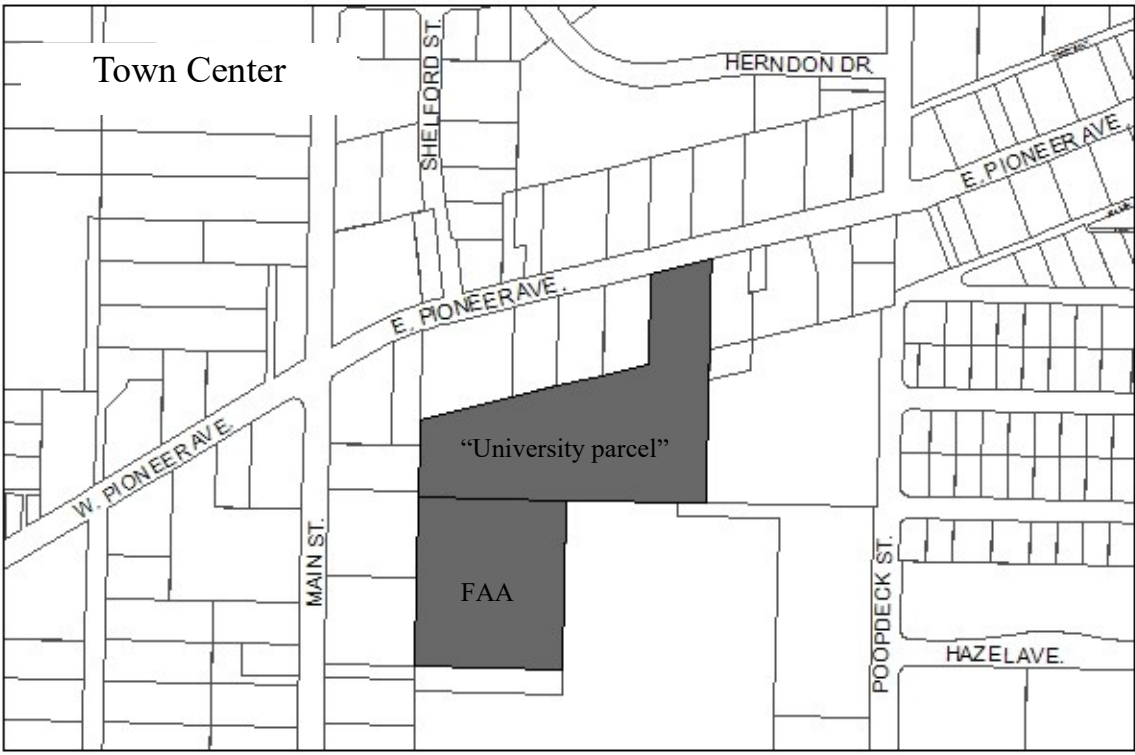
2008 Resolution 08-48 recommends a replat to vacate common lot lines. Resolution 10-35(A) Replat the Sewer Treatment Plant lots to vacate the common lot line. Staff note: additional funding is required to pay for replatting.

Lower section within a FEMA mapped flood hazard area. All of the property is within a Tsunami inundation zone.

Finance Dept. Code:

Add tsunami zone note	<p>Public Works</p> <p>Beluga Slough tidal flats. Zoned Open Space Recreation. Tidal wetland.</p>	
	<p>Designated Use: Public Works Acquisition History: Heath Dead 3/10/71</p>	
<p>Area: 30 acres</p>	<p>Parcel Number: 17714016</p>	
<p>2019 Assessed Value: \$4,567,700 (Land: \$2,973,600, Structures: \$1,594,100)</p>		
<p>Legal Description: T 6S R 13W 4EC 20 SEWARD MERIDIAN HM NE1/4 NE1/4 SW1/4 & S1/2 NE1/4 SW1/4</p>		
<p>Zoning: Central Business/Open Space</p>	<p>Wetlands: Yes</p>	
<p>Infrastructure: Paved Road, water and sewer</p>		
<p>Notes:</p> <p>Within a FEMA mapped flood hazard area and Tsunami inundation zone. Lower portion of lot also nominated for inclusion in the Western Hemisphere Shorebird Reserve network, Resolution 15-064. 2015/16: Equipment shed constructed, Conditional Use Permit 15-02.</p>		
<p>Finance Dept. Code:</p>		

	
Designated Use: South Peninsula Hospital Acquisition History:	
Area: 7.12 acres	Parcel Number: 17504024
2019 Assessed Value: \$87,292,800 (Land \$705,800, Structures \$86,587,000)	
Legal Description: HM02008092T06S R13W S18 SOUTH PENINSULA HOSPITAL SUB 2008 Addition Tract A2	
Zoning: Medical District	Wetlands: N/A
Infrastructure: Water, sewer, paved road access	
Notes: Ordinance 2006-036 leased the land to the Kenai Peninsula Borough for 99 years. Structure is owned by KPB.	
Finance Dept. Code:	

	
<p>Designated Use: UA land: Land was sold to the City by UA with the intent it would be used for town center. FAA site: Held for possible UA/state shared consortium library agreement and land trade for land at Bridge Creek. Resolution 14-084 Identifying Homer FAA Site Sub Tract 38A in the Town Center as a Viable Location for a Community Center.</p> <p>Acquisition History: UA: Ord 03-61 purchase.</p>	
Area: 7.69 acres	Parcel Number: 17719234, 17708015
2019 Assessed Value: \$382,800	
Legal Description: Homer FAA Site Sub Tract 38A, UA lot: Nils O Svedlund Sub 2013 Replat lot 7-A tract B, long legal.	
Zoning: Town Center District	Wetlands: City had a wetland delineation done in 2006. There is about a 1/2 acre of wetlands between the two sites.
Infrastructure: Must be built as land is developed.	
Trail constructed on Lot 7-A, connecting north to Pioneer Ave (2019)	
Finance Dept. Code:	



Designated Use: Tidelands. Very small portion leased to Northern Enterprises for boat hoist, 2019
Acquisition History:

Area: 6,784 acres

Parcel Number: 18107001, 17728001, 17528001
 18101025, 18101026

2019 Assessed Value: \$12,753,300

Legal Description: Portions of ATS 612

Zoning: Not zoned

Wetlands:

17728001—HM0742265 T06S R13W S29 ALASKA TIDELAND SURVEY 612 . 499.54 acres, \$96,500 assessed value. Patent title 1977, 84-25 Annexed by City.

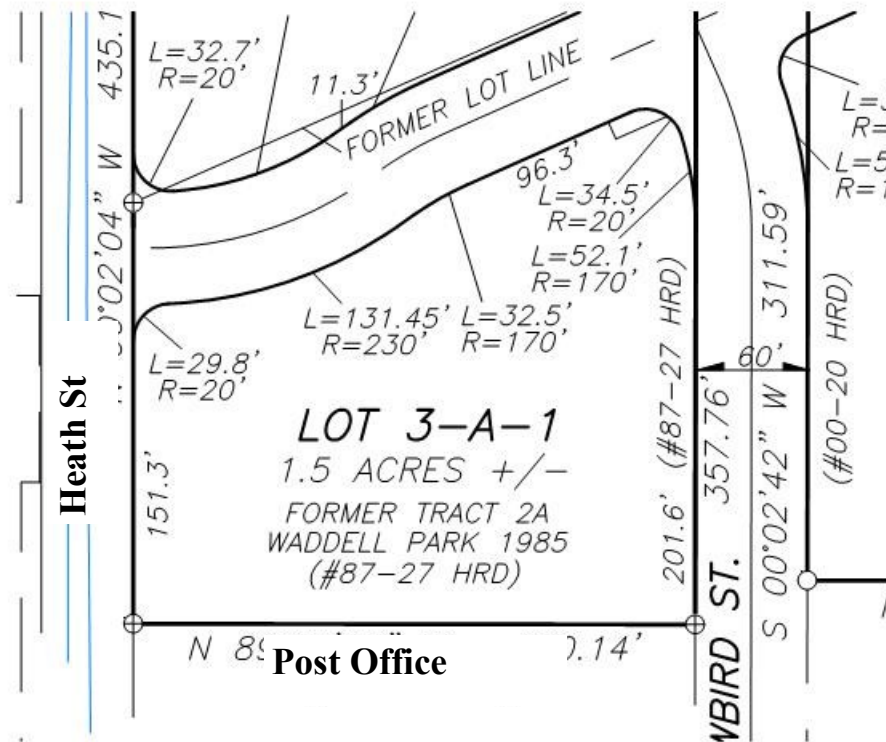
17528001 HM0770064 T06S R14W S30 ALASKA TIDELANDS SURVEY NO 612 POR SEC 23 24 & POR SEC 19 & 30. 1641.24 acres. Assessed Value: \$316,700. City Granted Title 1977 under Preference Right effective 1/3/59 Ord 84-25 Annexed by City.

18107001—HM0770064 T07S R13W S14 ALASKA TIDELANDS SURVEY 612 THAT PORTION LYING WITHIN SEC 13 & 14 & 22 THRU 24 & 26 THRU 28 & 33 THRU 36 OF T06SR13W & WITHIN SEC 1 & 2 OF T07SR13W EXCLUDING THAT PORTION OF TIDELANDS VESTED TO STATE OF ALASKA & EXCE. 4753 acres. \$12,154,100, includes Pioneer Dock improvements

Patent 1974 002459-0 Book 80 Page 171

Mariner Park and Mud Bay were nominated by the City as Western Hemisphere Shorebird Reserve Sites in 1994 ("whissern"). They are recognized as sites of international importance. <http://www.whsrn.org/>

Finance Dept. Code:



Designated Use: New Police Station Resolution 18-013(A)

Acquisition History: Purchased

Area: 1.5 acres

Parcel Number: 17712034

2020 Assessed Value: \$1,922,500

Legal Description: T 06S R 13W SEC 20 Seward Meridian HM 2016021 WADDELL PARK 2016 REPLAT LOT 3- A-1

Zoning: CBD

Wetlands: N/A

Infrastructure: full utilities, Grubstake extension will include paved road and sidewalk.

Notes: Road construction in 2016. Project funding from State appropriation and matching City HART funds.
New police station construction 2019-2020, opened fall 2020.

Finance Dept. Code:



Designated Use: Undesignated

Acquisition History: Detling Deed 6/10/82

Area: 0.03 acres each. Total of 2,613 sq ft

Parcel Number: 177154 02, 03

2019 Assessed Value: \$2,600

Legal Description: T6S R 13W SEC 20 SEWARD MERIDIAN HM 0670365 W R BENSON SUB AMENDED LOT 46 EXCLUDING HOMER BY-PASS ROAD, T 6S R 13W SEC 20 SEWARD MERIDIAN HM 0670365 W R BENSONS SUB AMENDED LOT 47 EXC HOMER BY-PASS RD*

Zoning: Central Business District

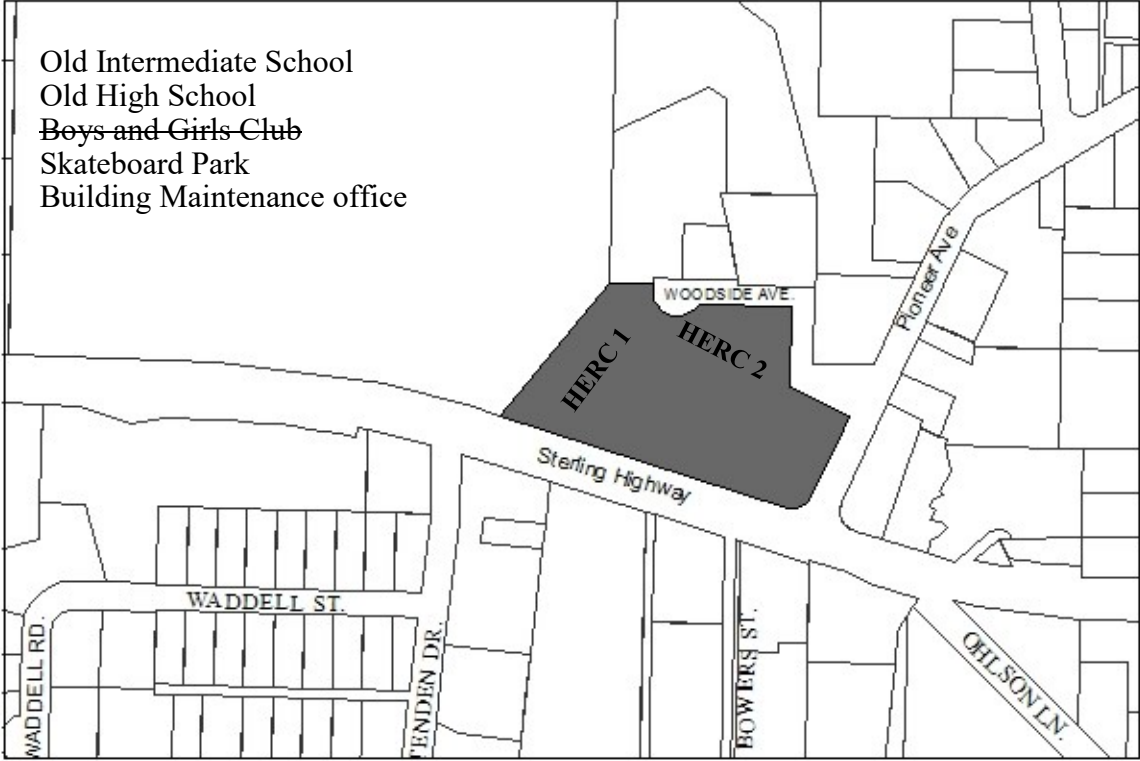
Wetlands: Possibly. Lots are steep.

Infrastructure: Paved Road and sidewalk

Notes: Lots are steep; they run from the Sterling Highway grade down the slope to the adjoining property. Lot dimensions are approximately 50'x30'.

Finance Dept. Code:

Designated Use: Restroom and Future right of way Acquisition History: Ordinance 2012-42	
Area: 0.27 acres	Parcel Number: 17514301
2019 Assessed Value: \$77,300	
Legal Description: T 6S R 13W SEC 19 SEWARD MERIDIAN HM 0000049 BUNNELLS SUB LOT 75	
Zoning: Central Business District	Wetlands: Yes
Infrastructure: Paved Road, water and sewer	
Notes: Public restroom constructed 2013-2014 Future road extension for Bartlett.	
Finance Dept. Code:	

	
Designated Use: City Facility and other city lands (Resolution 20-019)	
Acquisition History: Given to the City by KPB. Old Middle School and HS. Reso 98-63	
Area: 4.3 acres	Parcel Number: 17510070
2019 Assessed Value: \$4,724,700 (Land \$724,700 Structure, built in 1956 25,000 sq ft \$4,000,000)	
Legal Description: HM2000022 T06S R13W S19 TRACT 2 HOMER SCHOOL SURVEY 1999 CITY ADDN	
Zoning: Central Business District	Wetlands: Creek on western edge
Infrastructure: Paved access and parking. Water and Sewer.	
Notes: <ul style="list-style-type: none"> • Skateboard Park on premises. • Deed restrictions removed by Kenai Peninsula Borough, fall 2014 • HERC 1 is the larger building • HERC 2 is the smaller building that contains PW Maintenance 	
Finance Dept. Code: 170.0032 175.100.05	



Designated Use: Storm Water Retention Area (Resolution 20-059)

Area: 0.32 acres

Parcel Number: 17510230
935 Soundview Ave

2020 Assessed Value: \$0

Legal Description: T 6S R 13W SEC 19 SEWARD MERIDIAN HM 2007031 FOOTHILLS SUB
SUNSET VIEW ESTATES ADDN NO 2 PHASE ONE LOT 2 BLOCK 2

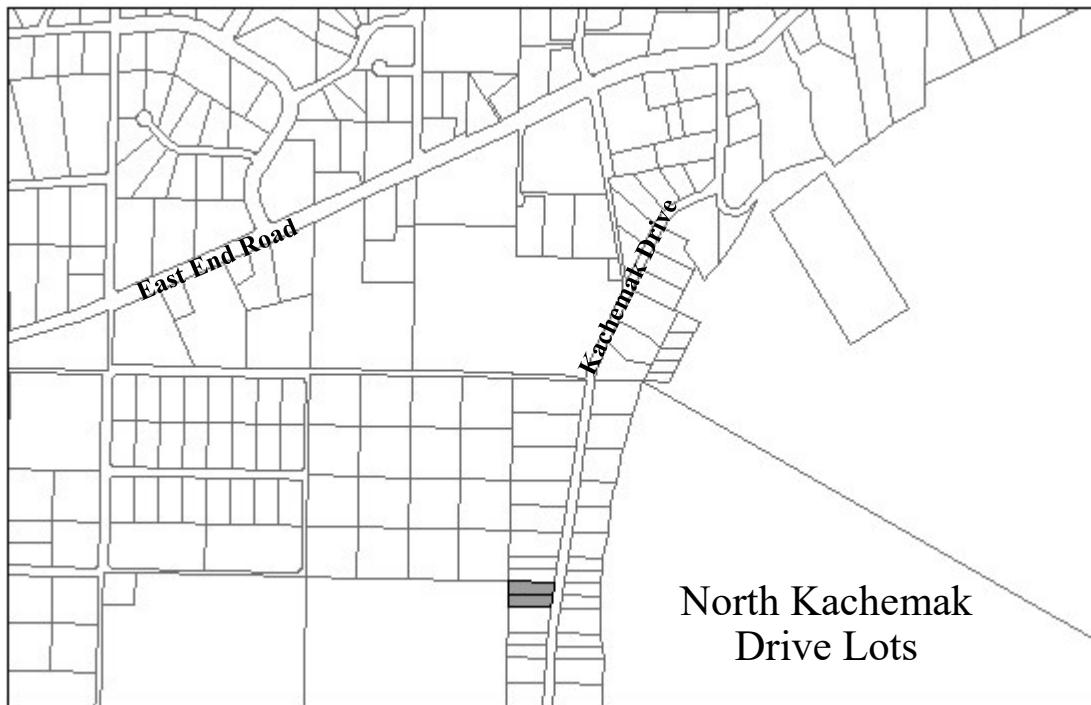
Zoning: Rural Residential

Wetlands: Yes; part of an ACOE permit

Infrastructure:

Notes: Parcel is part of the storm water infrastructure for the subdivision and is bound by an ACOE permit. Property is mostly used as a storm water retention area.

Finance Dept.



Designated Use: Ordinance 21-72 Retaining the Property for the Public Purpose of Determining the Special Assessment Liens and Creating a Clear Title to the Property. Acquired through tax KPB tax foreclosure.

Area: 1 acre

Parcel Number: 17909003, 17909004

Legal Description: T 6S R 13W SEC 14 SEWARD MERIDIAN HM 0630311 SUBDIVISION OF LOT 27 & 28 SEC 14 T6S R13W LOT 28A and Lot 28D

Zoning: Rural Residential

Wetlands: Properties are wetland (and very wet)

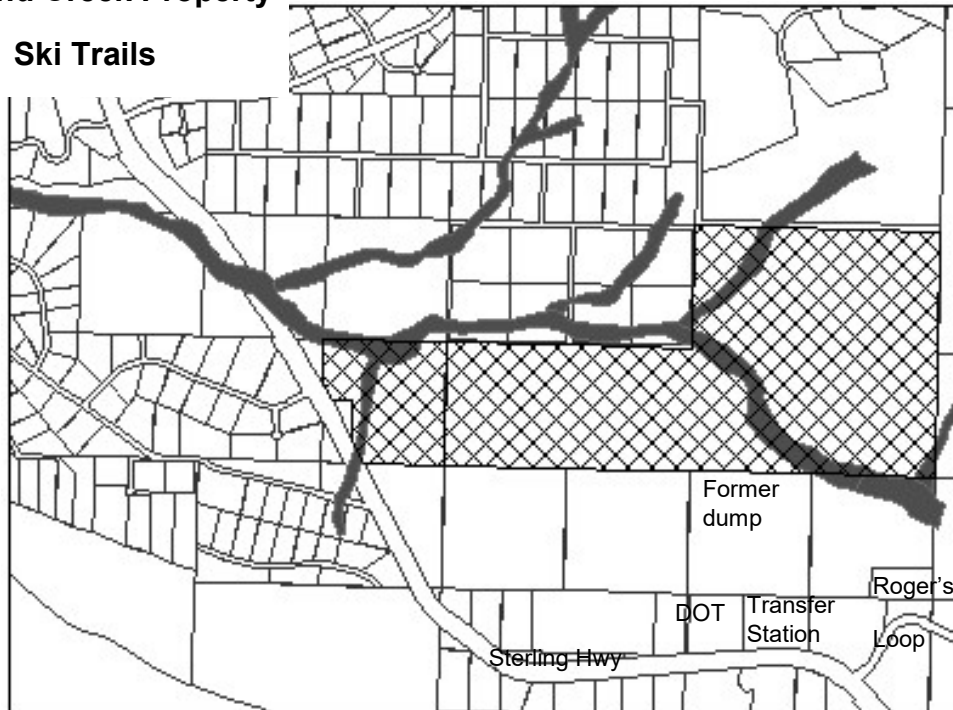
Infrastructure: Part of the Kachemak Drive water and sewer SAD, and natural gas SAD

Notes:

Finance Dept.

Section E

Parks + Beaches
Cemeteries + Green Space

Diamond Creek Property**Ski Trails****Designated Use:** Public Purpose for park land**Acquisition History:** Ordinance 07-03. Forest Legacy grant/KHLT/long term public ownership**Area:** 273 acres (240 acres and 33 acres)**Parcel Number:** 17302201, 17303229**Legal Description:** HM T06S R14W S09 SE1/4 EXCLUDING THE W1/2 SW1/4 SE1/4 SE1/4 and HM T06S R14W S10 SE1/4 & S1/2 SW1/4.**Zoning:** Not in city limits**Wetlands:** Yes. Diamond Creek flows through these lots. Larger lot is mostly wetland.**Infrastructure:** Limited legal and physical access. Western lot has Sterling Highway frontage.**Notes:** Ski trails, managed by Kachemak Nordic Ski Club. Resolution 24-066, expires 4/30/27.

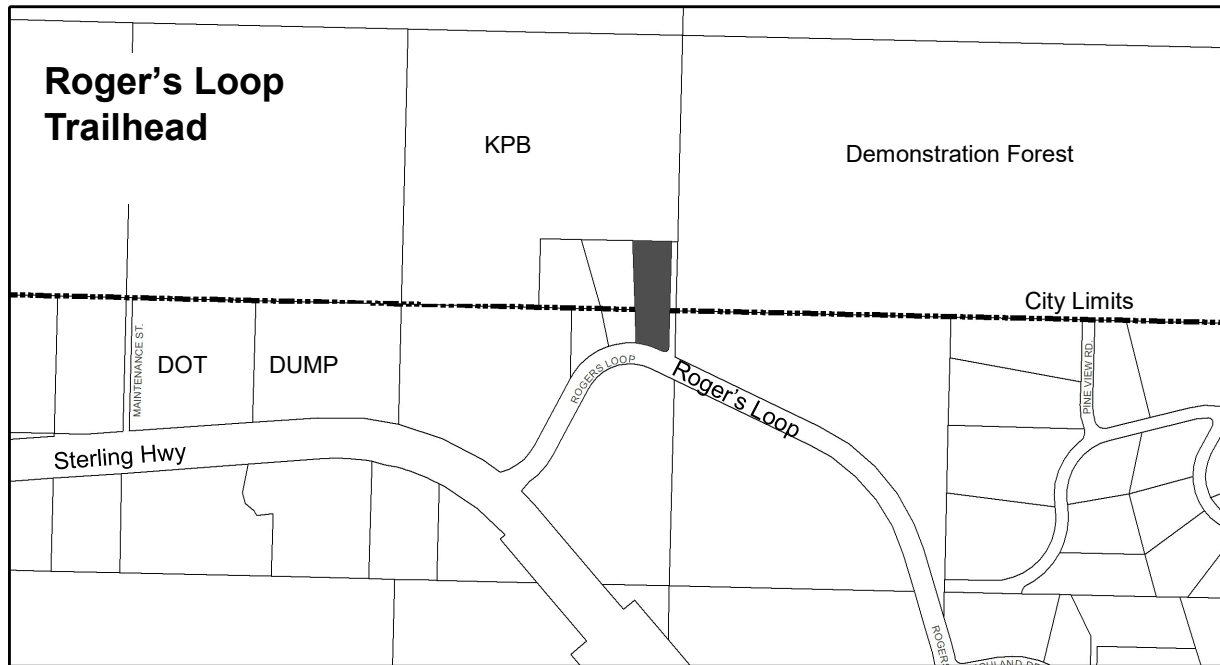
Acquisition notes: the Kachemak Heritage Land Trust purchased the property from the University of Alaska via a Forest Legacy Grant from the state of Alaska. The City accepted ownership of the land, to keep it for public park land in perpetuity, as required by the grant.

Conservation Easement Resolution 2010-48, Recording# 2010-003220-0

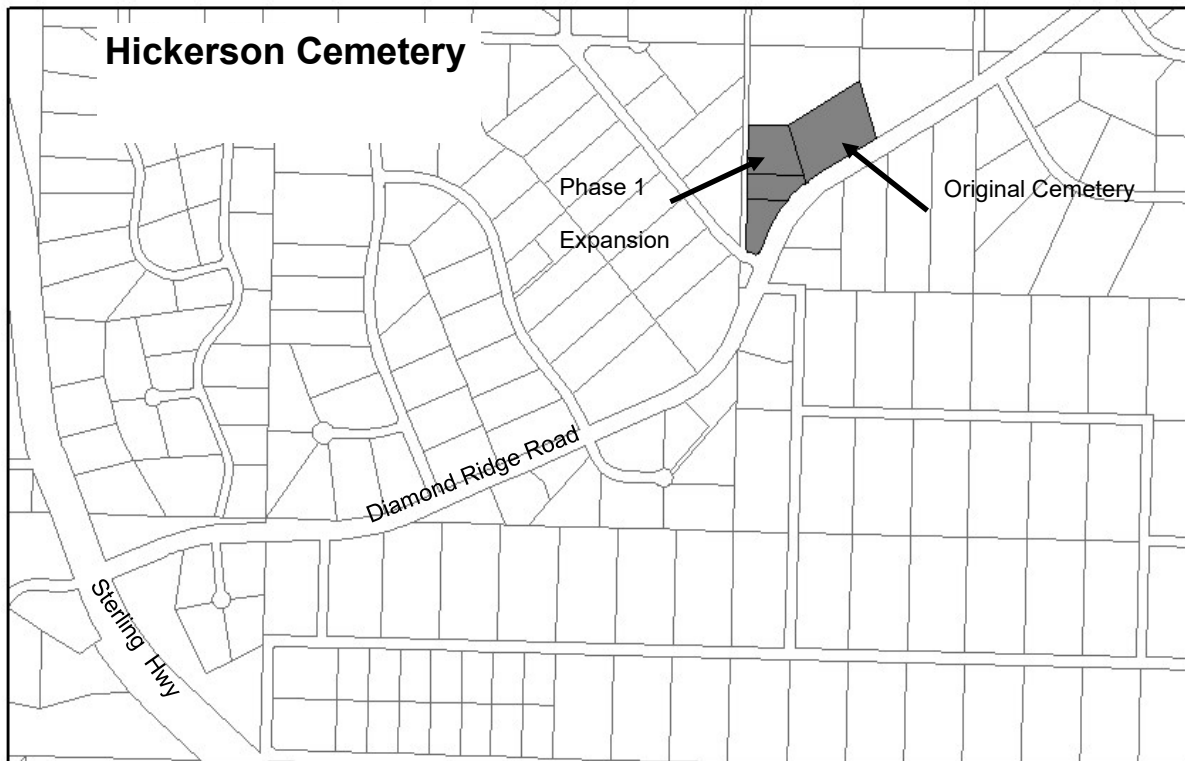
Resolution 13-055 Adopting the Diamond Creek Recreation Area Plan

The Plan was accepted by the State of Alaska Forest Legacy Program on 11/19/2014. Management and development of the property must follow the adopted and approved plan.

Finance Dept. Code:



Designated Use: Roger's Loop Trailhead	
Acquisition History: Ordinance 14-51(A)	
Area: 2 acres	Parcel Number: 17316066, 1736067
Legal Description: T 06S R 14W SEC 15 SEWARD MERIDIAN HM 2011022 BISHOP SURVEY J G EVANS ADDN LOT 1	
Zoning: Rural Residential. Lot is split by city limits	Wetlands: none
Infrastructure: Paved road access	
Notes: Purchased in 2016 with HART Trail funds (\$63,465.85). Future trailhead to city owned Diamond Creek lands Resolution 24-066, expires 4/30/27., Kachemak Nordic Ski Club agreement	
Finance Dept. Code:	



Designated Use: Hickerson Memorial Cemetery

Acquisition History: Deed American Legion Gen Buckner Post 16 4/23/70. Ordinance 10-30

Area: 6.91 acres

Parcel Number: 17321011, 13, 14, 15

Legal Description: HM0631146 T06S R14W S03 TICE ACRES SUB HICKERSON MEMORIAL CEMETERY. Tice Acres Replat No 1, lots 11-A, 11B & 11-C

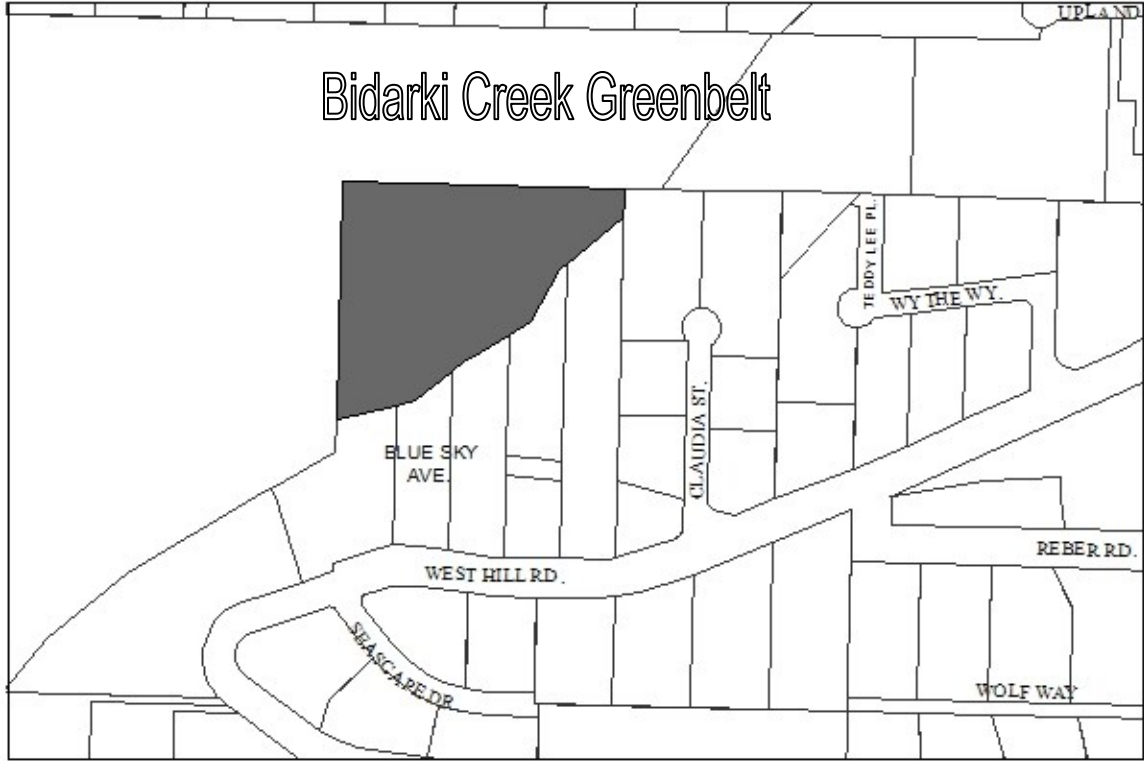
Zoning: Not within city limits

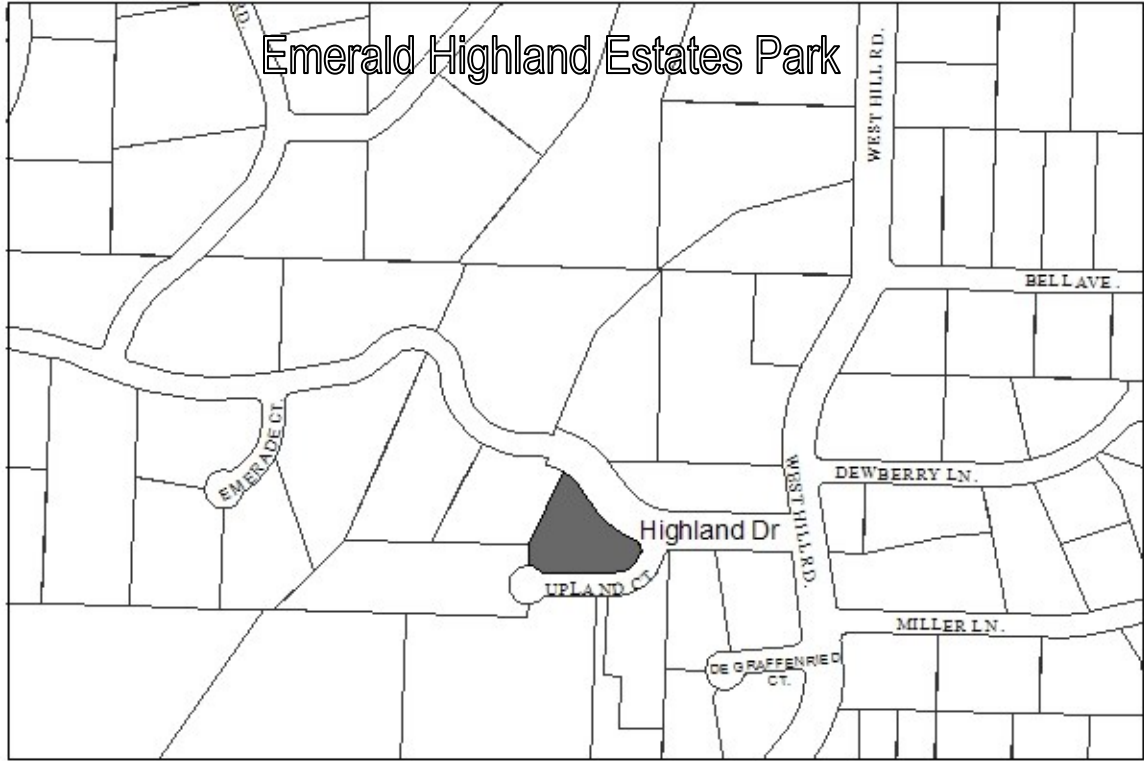
Wetlands: N/A

Infrastructure: paved access

Notes: Lots 11 A, 11B, and 11C purchased for \$205,000 Ordinance 10-30. 2017: Phase 1 cemetery expansion completed.

Finance Dept. Code:

	
Designated Use: Public Purpose. Retain as undeveloped Greenbelt and to protect drainage. Acquisition History: KPB Ordinance 83-01	
Area: 6.57 acres	Parcel Number: 17503025
Legal Description: HM T06S R14W S13 SW1/4 SE1/4 NORTH OF SKYLINE DRIVE EXCLUDING SKYLINE DR SUB	
Zoning: Rural Residential	Wetlands: Bidarki Creek runs through the lot
Infrastructure: No access, no utilities	
Notes: Much of the lot is very steep gorge, down to Bidarki Creek. One portion may be developable at the north end. Slope there is approximately 15%. There is no legal or physical access to the land at this time.	
Finance Dept. Code:	

	
Designated Use: Public Use/Emerald Highland Estates Park Acquisition History: Gangle Deed, 12/1989	
Area: 1.04 acres	Parcel Number: 17502056
Legal Description: HM0770024 T06S R14W S13 EMERALD HIGHLAND ESTATES SUB UNIT 3 LOT 1B BLOCK 3	
Zoning: Rural Residential	Wetlands: The whole lot is potential wetlands. Creek present long western property line.
Infrastructure: Gravel road access	
<p>Notes: This land was deeded to the city by the original subdivider. However, there is a plat note restricting the use of the park to residents within the subdivision. Historically the city has not wanted to provide any services to a park that is not explicitly open to the public. The solution is for each property owner in the subdivision to quitclaim deed their interest in the subdivision park, so the City has clear title.</p> <p>History: Resolution 2004-24A, Land Allocation Plan Resolution 2007-03 Emerald Park Master Plan</p>	
Finance Dept. Code:	



Designated Use: W.R.Bell Public Park.

Acquisition History: Gifted by Daughter, Dene and Husband Edward Reber 8/20/1970

Area: 2.75 acres

Parcel Number: 17524006

Legal Description: HM0700402 T06S R13W S18 TRACT E W R BELL SUB

Zoning: Rural Residential

Wetlands: Drainages on lot.

Infrastructure: Gravel road access. Rough trails across property.

Notes:

Book 57 Page 177 Serial #70-564 Homer City Council meeting of August 24, 1970.

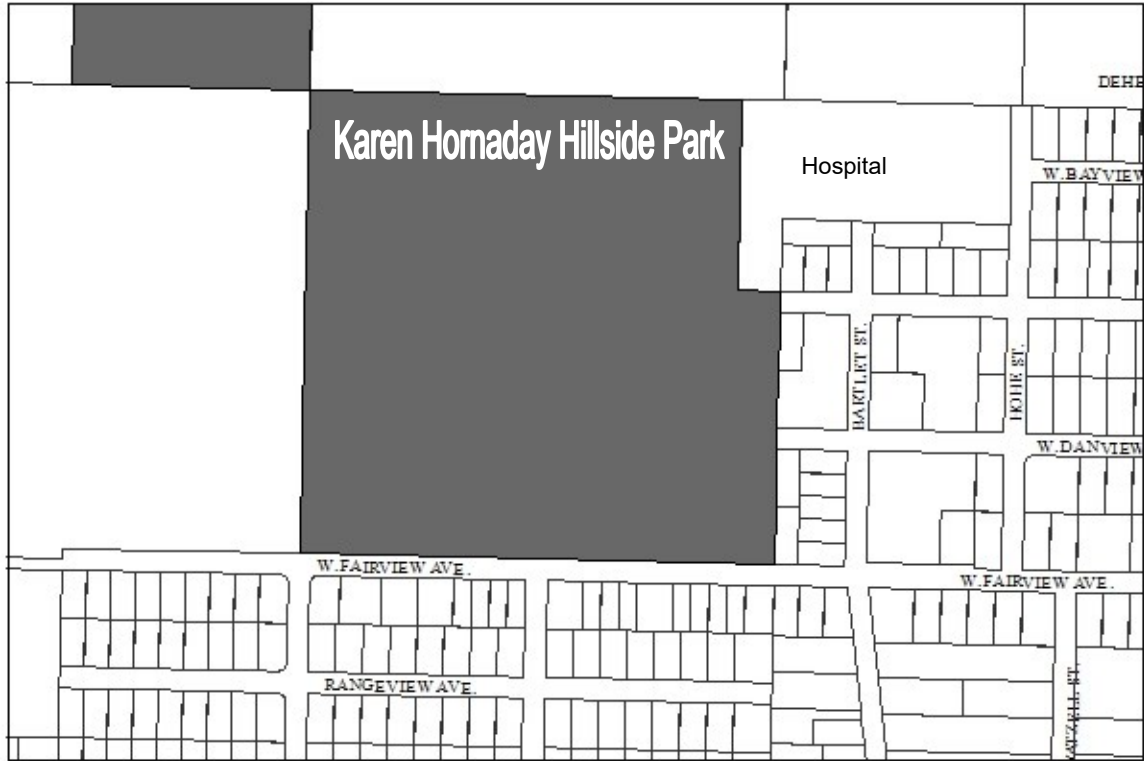
Park contains the gravesite of W.R. Bell.

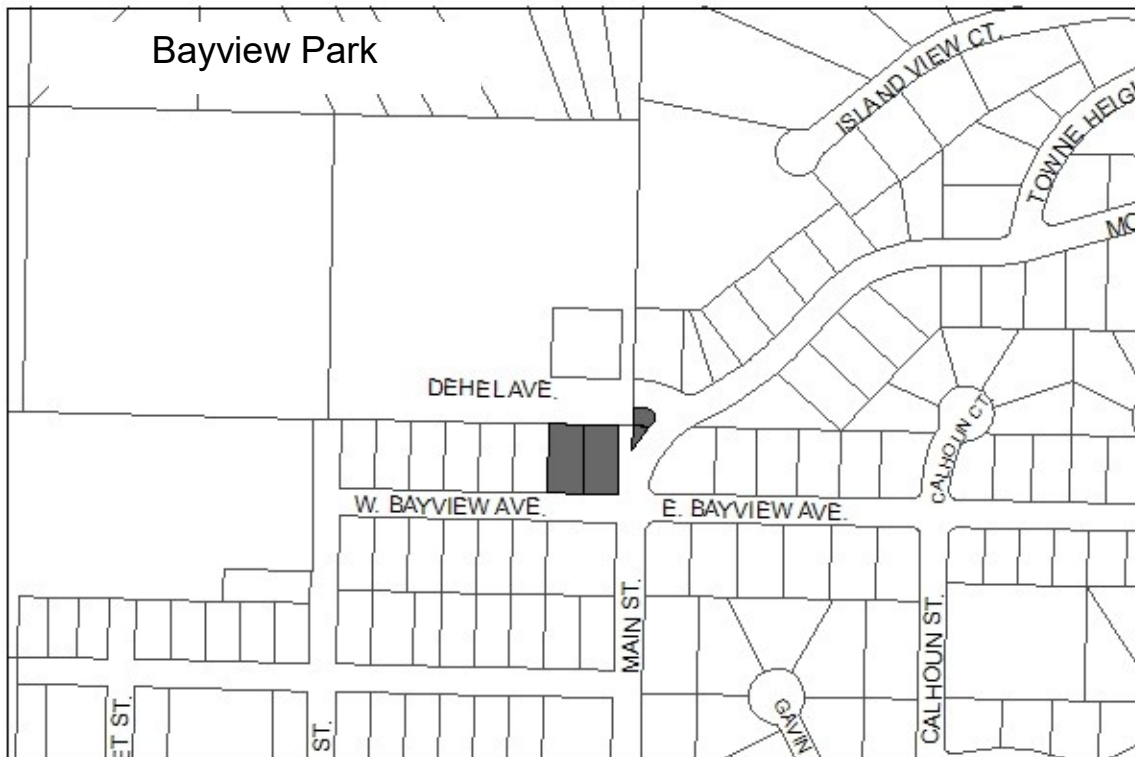
It can be expected that the land to the south will become a housing development. Some homes will be accessed from W Fairview Ave.

2009: Completion of Reber Trail, with HART funds and a state trails grant.

Finance Dept. Code:

Designated Use: 10 Acre lot: Retain for a future park Resolution 2011-37(A) 20 Acre Lot: Public Park Land Ordinance 25-02	
Acquisition History:	
Area: 10 acres	Parcel Number: 17504003
Legal Description: T6S R13W Sec 18 SE1/4 NE1/4 SW1/4	
Zoning: Rural Residential	Wetlands: Drainages and wetlands may be present
Infrastructure: None. No access/footpaths.	
Notes:	
Finance Dept. Code:	

	
Designated Use: Public Recreational Purpose/Karen Hornaday Hillside Park Acquisition History: Homer Fair Association, Deed 8/1966 with covenants	
Area: 38.5 acres	Parcel Number: 17504023
Legal Description: HM0980004 T06S R13W S18 THAT PORTION OF SW1/4 SE1/4 EXCLUDING SOUTH PENINSULA HOSPITAL SUB 2008 Addn	
Zoning: Open Space Recreation	Wetlands: Some drainages
Infrastructure: Water, sewer and road access	
<p>Notes: The park has been part of two Land and Water Conservation Fund grants: 1980, #02-00270, and 2011/12, #02-00408. Land to remain parkland in perpetuity.</p> <p>Campground, ball fields, day use picnic and playground area.</p> <p>Resolution 09-59(A) adopted the park master plan. Campground closed for summer 2023 Restrooms demolished in 2021</p> <p>Resolution 23-039, Little League agreement expires 12/21/28</p>	
Finance Dept. Code: 175.0003 (driveway, parking), 175.0007 (campground)	



Designated Use: Public Purpose/Bayview Park/Water tank access

Acquisition History: Large lots: Klemetsen Warranty Deed 5/8/67. Water tank access and part of Bayview Park.

Area: 0.58 acres total

Parcel Number: 175051 07, 08
17726038, 17727049

Legal Description: 17505107: HM0562936 T06S R13W S18 TRACT A FAIRVIEW SUB LOT 2
17505108: HM0562936 T06S R13W S18 TRACT A FAIRVIEW SUB LOT 1
17726038: HM0760026 T06S R13W S17 KAPINGEN SUB UNIT 3 PARK RESERVE
17727049: HM0770065 T06S R13W S17 ISLAND VIEW SUB PARK

Zoning: Urban Residential

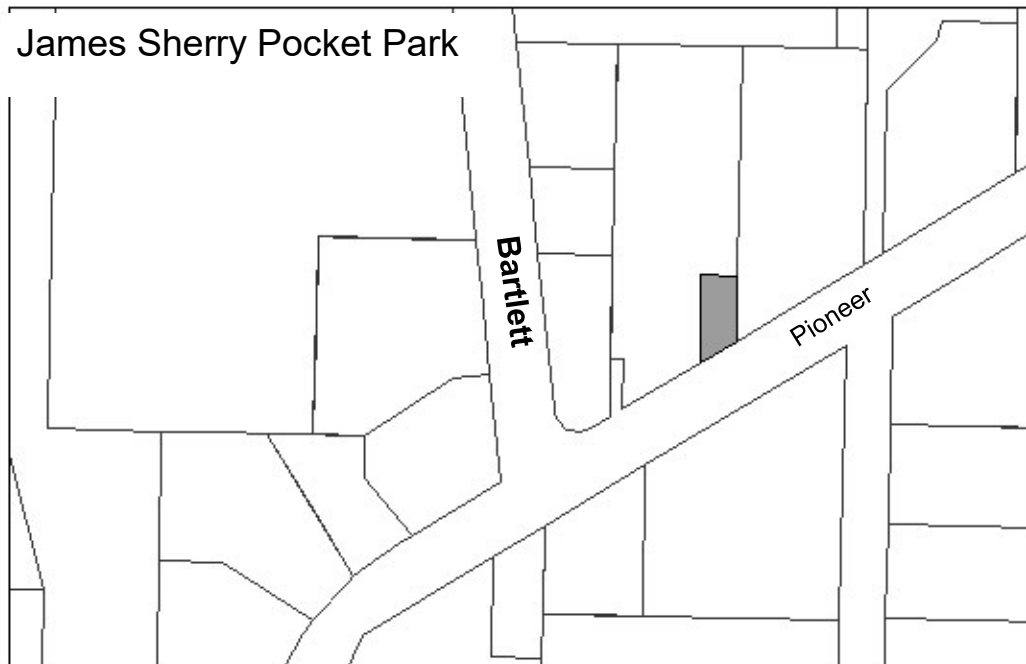
Wetlands: N/A

Infrastructure: Paved road access, water, sewer

Notes: Bayview Park reconstruction and new playground equipment fall 2024

Finance Dept. Code:

Designated Use: ROW and Woodard Park Acquisition History: ROW: Purchased for Harrington Heights LID, Ord 2000-13(S) 7/2000. Woodard Park: Tax Foreclosure (Harry Gregoire), Park designation enacted in Reso 04-53	
Area: ROW 0.85 acres Woodard Park: .025 acres	Parcel Number: 17513329 17513328
Legal Description: LEGAL T 06S R 13W SEC 19 SEWARD MERIDIAN HM 2020010 BUNNELL'S SUBD NO 17 2018 REPLAT TRACT A	
Zoning: Residential Office	Wetlands: Woodard Creek and wetlands present
Infrastructure: Paved access on Bartlett. Woodard Creek flows through much of the property.	
Notes:	
Finance Dept. Code: ROW: 500.0051 Park:	



Designated Use: Retain for use as public park or parking

Acquisition History: Ord 83-01 (KPB)

Area: 0.06 acres or 2,766 sq ft

Parcel Number: 17514235

Legal Description: T 6S R 13W SEC 19 SEWARD MERIDIAN HM 2007124 BUNNELLS SUB NO 21 LOT 37F-1

Zoning: Central Business District

Wetlands: Ditch across property

Infrastructure: Water and Sewer, paved sidewalk

Notes:

HEA/phone company utility infrastructure on lot—big green boxes.

Finance Dept. Code:



Designated Use: WKFL Park

Acquisition History: Asaiah Bates Deed 3/88

Area: 0.31 acres

Parcel Number: 17720204

Legal Description: Glacier View Subdivision No 1 Replat of Lots 1, 8 & 9, Block 4 Lot 9-A

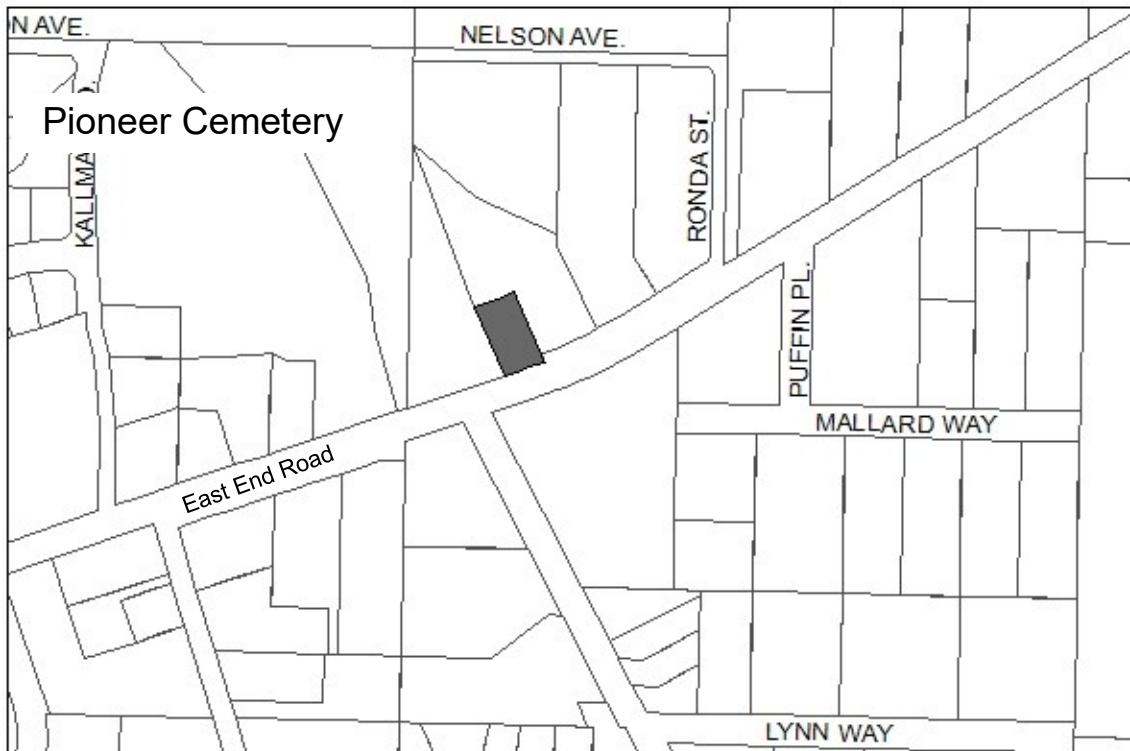
Zoning: Central Business District

Wetlands: N/A

Infrastructure: Water, paved road, electricity

Public restroom constructed in 2013.

Finance Dept. Code:



Designated Use: Pioneer Cemetery

Acquisition History: Quitclaim Deed Nelson 4/27/66

Area: 0.28 acres

Parcel Number: 17903007

Legal Description: James Waddell Survey of Tract 4 Lot 4A

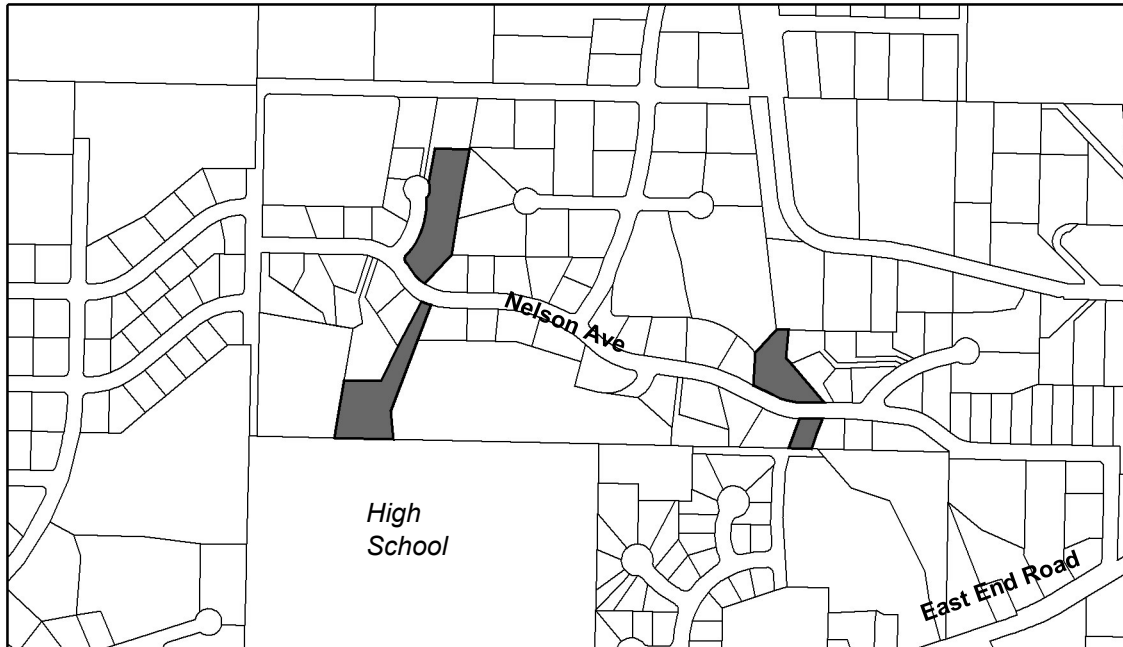
Zoning: Residential Office

Wetlands: N/A

Infrastructure: Paved Road

Finance Dept. Code:

Quiet Creek Parks



Designated Use: Parks (Resolution 20-019, 22-006)

Acquisition History: Barnett's South Slope Subdivision Quiet Creek Park Unit 1

Area: 0.86 acres and 0.21 acres

Parcel Number: 17702112, 17702125

Legal Description: T 06S R 13W SEC 17 SEWARD MERIDIAN HM 2018040 BARNETT'S SOUTH SLOPE SUB QUIET CREEK PARK UNIT 2 TRACT C and TRACT D

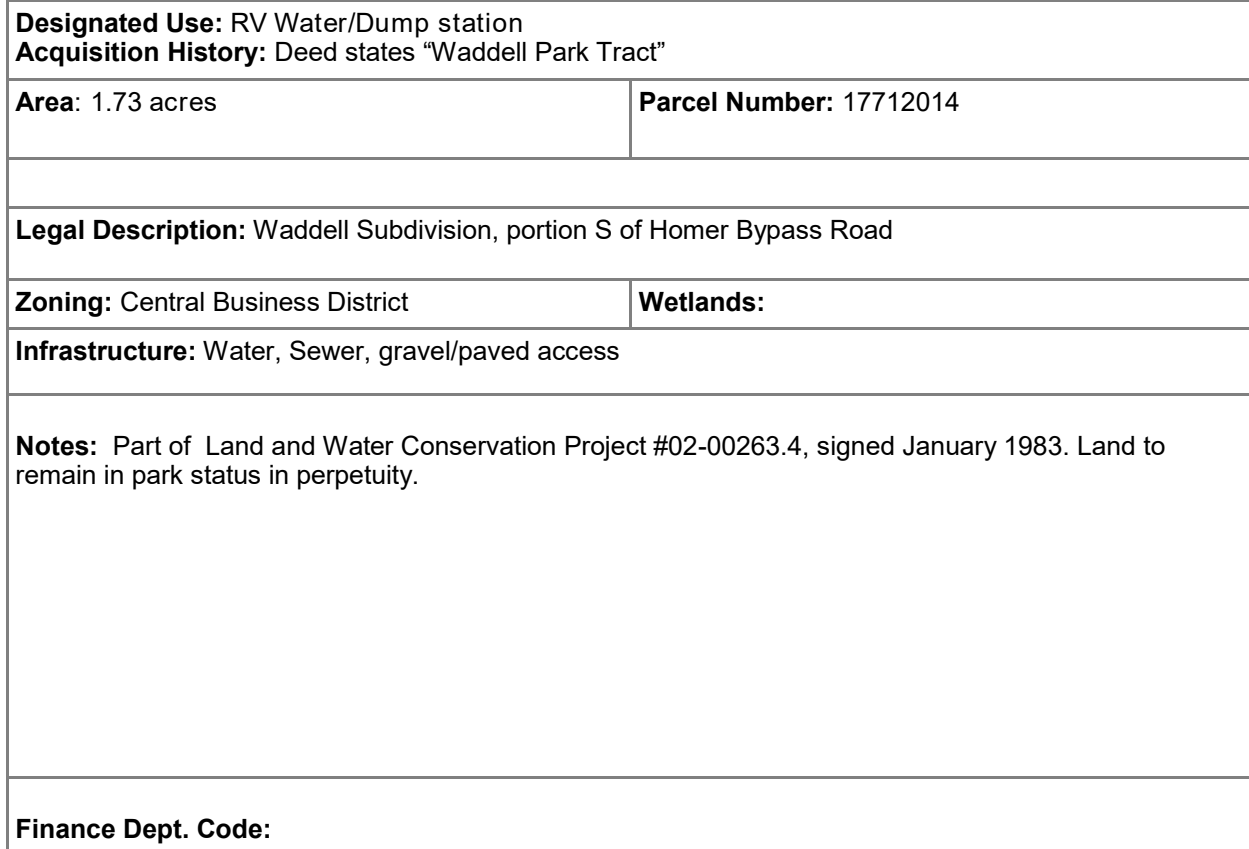
Zoning: Rural Residential

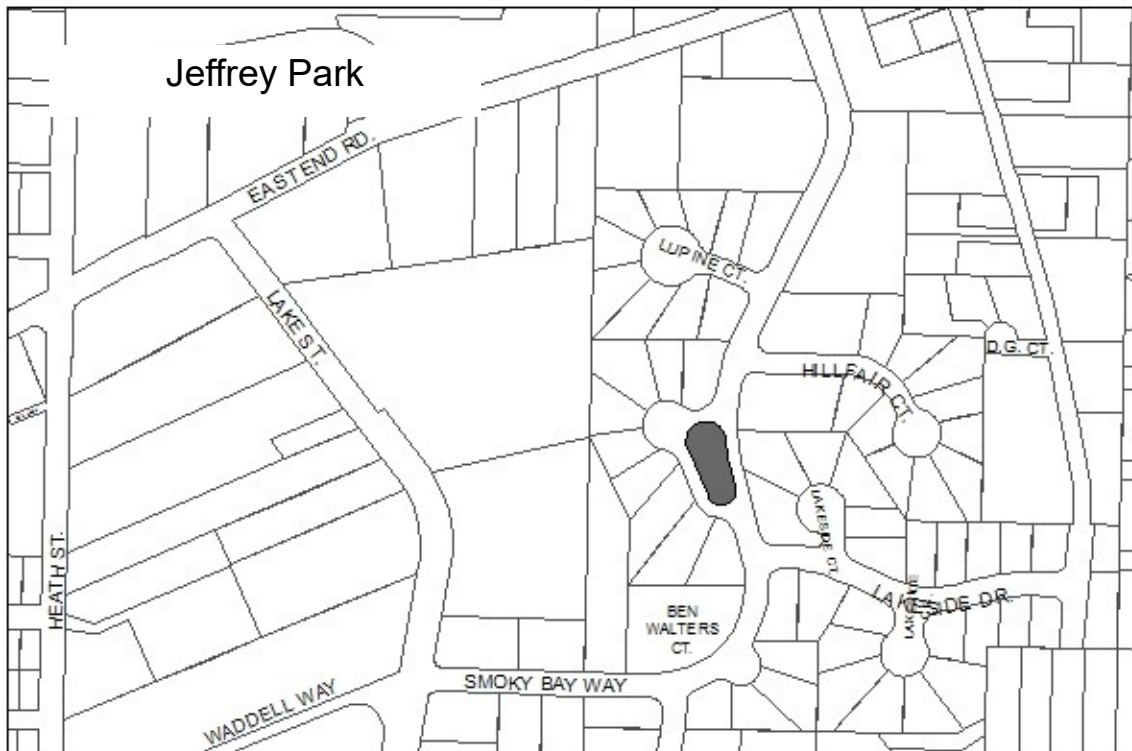
Wetlands: A creek runs through both lots

Infrastructure: Paved Road, water, sewer, natural gas

These lots are generally steep and contain creeks. A small portion of the northwestern lot has a usable area for a small neighborhood pocket park in the future, if requested by the neighborhood.

Finance Dept. Code:





Designated Use: Public Purpose/Greenbelt/Jeffrey Park

Acquisition History: Ordinance 83-27 (KPB)

Area: 0.38 acres

Parcel Number: 17730251

Legal Description: Lakeside Village Amended Jeffrey Park

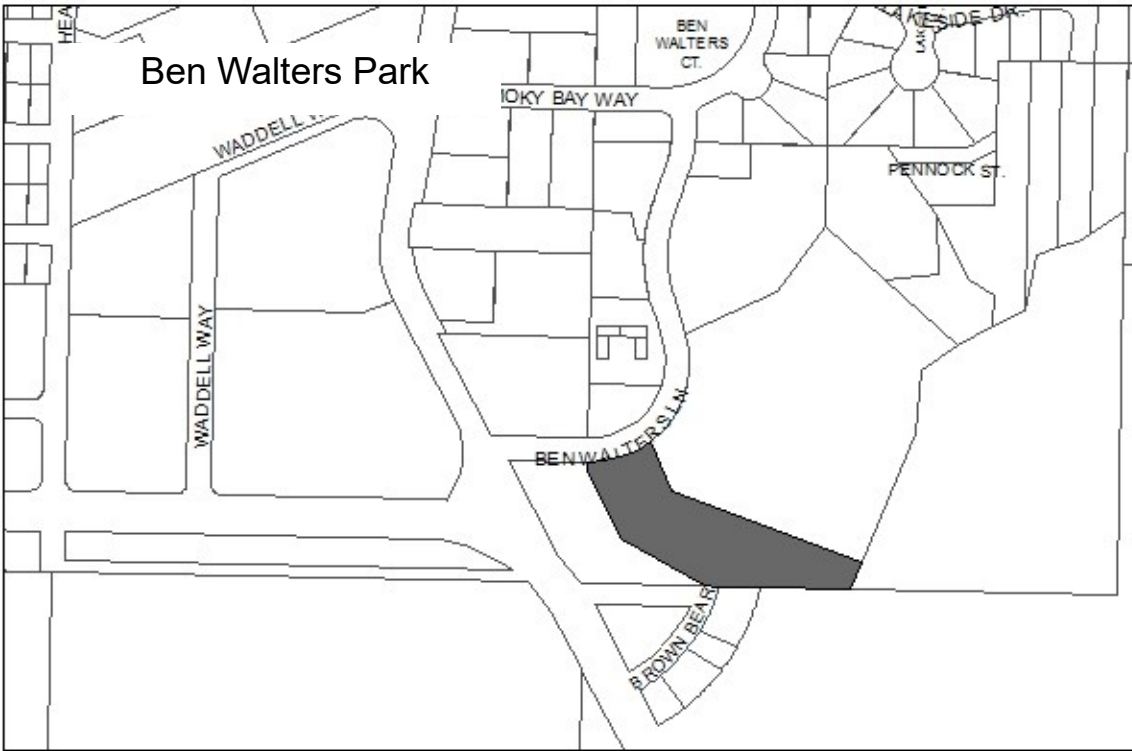
Zoning: Urban Residential

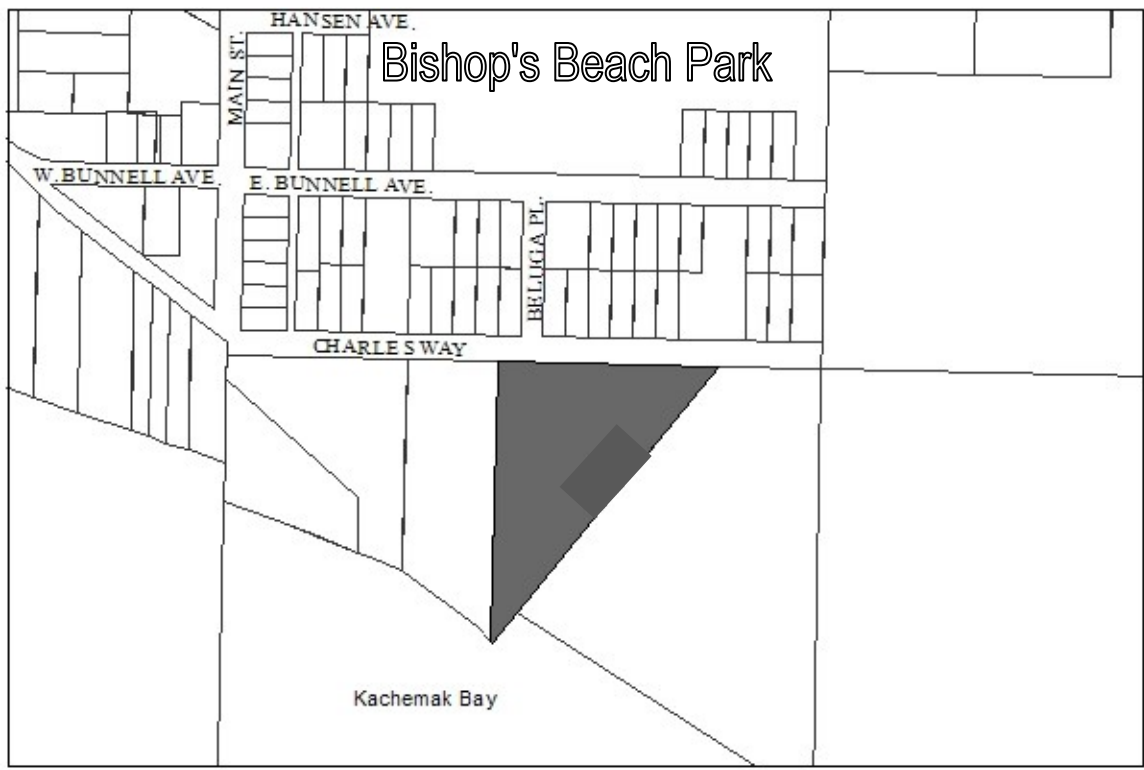
Wetlands:

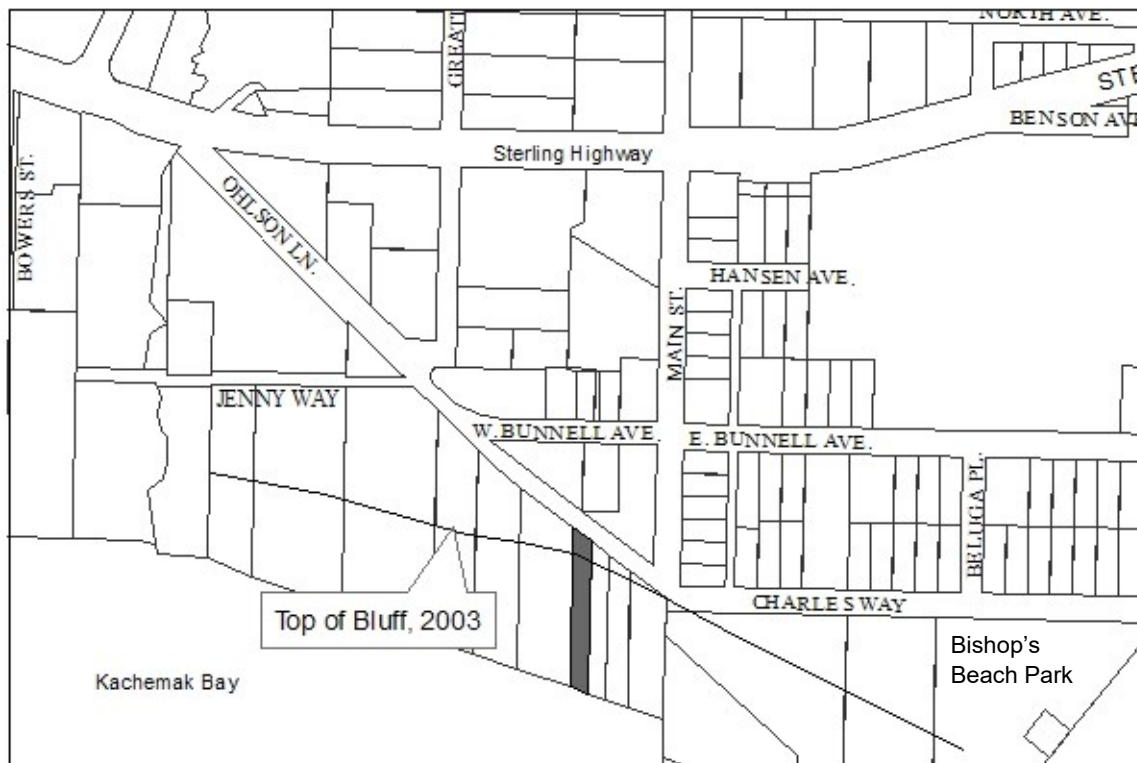
Infrastructure: Paved Road, water, sewer

Notes: Neighborhood park. Grass and new swing sets installed in 2005. Fill brought in to the park to raise the ground level and deal with drainage issues in 2007.

Finance Dept. Code:

	
Designated Use: Ben Walters Park. Public park or greenbelt per deed. Acquisition History: Reso 83-22(S) Neal Deed 5/4/83. Donated. Deed amended 6/1/83.	
Area: 2.48 acres	Parcel Number: 17712022
Legal Description: Lakeside Village Park Addition Replat Lot 1A-2	
Zoning: Central Business District	Wetlands: 3664 Ben Walters Lane
Infrastructure: Paved Road, water and sewer. Public restrooms, covered fire pit, lake access and dock.	
<p>Notes: In May 1982, a project agreement was executed for a Land and Water Conservation Fund project to develop the park. Project #02-00305. Land to remain park in perpetuity.</p> <p>Dock installed in 2009. Brushing and drainage work 2018. New playground equipment installed 2019. New swing set 2024.</p>	
Finance Dept. Code:	

	
Designated Use: Bishop's Beach Park Acquisition History: McKinley Warrant Deed 1/9/1984, Ordinance 2020-76(A)	
Area: 3.46 acres	Parcel Number: 17714010, 17714011
Legal Description: HM T06S R13W S20 PTN GL 2 BEGIN S 1/16 CORNER SECS 19 & 20 & NW CORNER LOT 2 TH S 89 DEG 57'30" E 600 FT ALONG N BOUND LT 2 TO POB TH S 0 DEG 2' E 391 FT TO CORNER 2 ON MHW KACHEMAK BAY TH S 59 DEG 30' E 150 FT TO CORNER 3 TH N 38 DEG 0' E, AND T 6S R 13W SEC 20 SEWARD MERIDIAN HM PTN GL 2 BEGIN S 1/16 CORNER SECS 19 & 20 & NW CORNER OF GL 2 TH S 89 DEG 57'30" E 1094.3 FT TO PT TH S 38 DEG 0' W 310 FT TO POB TH 90 DEG W 75 FT TO CORNER 2 TH S 38 DEG W 75 FT TO CORNER 3 TH 90 DEG E 75 FT TO CORNER 4 TH N 38 DEG E 75 FT TO POB	
Zoning: Central Business District	Wetlands: Some wetlands (along boardwalk). Flood hazard area.
Infrastructure: Paved road access. No water or sewer. City maintained outhouses.	
Notes:	
Finance Dept. Code:	



Designated Use: City Park

Acquisition History: Donated by Herrick, Resolution 90-7

Area: 0.32 acres

Parcel Number: 17520009

Legal Description: HM T06S R13W S19 PORTION THEREOF S OF OLSEN LANE

Zoning: Central Business District

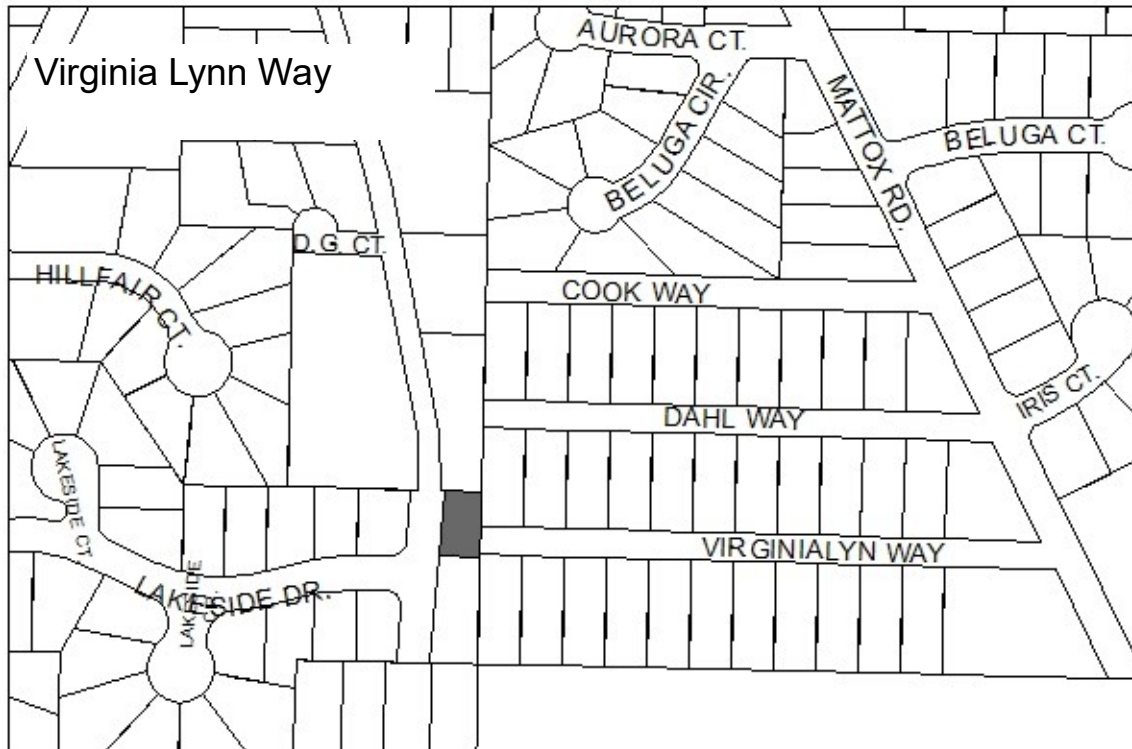
Wetlands: None. Bluff property.

Infrastructure: Gravel Road access, no water or sewer

Notes:

Resolution 15-030(A), Designate as park

Finance Dept. Code: 392.0008



Designated Use: Public use easement for Virginia Lynn Way, public park

Acquisition History: Quit Claim Deed from NBA 1/4/83

Area: 0.21 acres

Parcel Number: 17730239

Legal Description: T 6S R 13W SEC 20 SEWARD MERIDIAN HM 0840005 LAKESIDE VILLAGE SUB AMENDED LOT 2 BLK 4

Zoning: Urban Residential

Wetlands: possibly on a small portion

Infrastructure: Road access

Notes: This lot has a public use easement granted by the plat. A road was constructed across the parcel in 2020.

Finance Dept. Code:



Designated Use: Jack Gist Ball Park

Acquisition History: Warranty Deed Moss 8/27/98

Area: 14.6 acres

Parcel Number: 17901023

Legal Description: HM0990063 T06S R13W S15 JACK GIST SUB LOT 2

Zoning: Rural Residential

Wetlands: May be present. Site is mostly fill and old dump.

Infrastructure: Gravel road access.

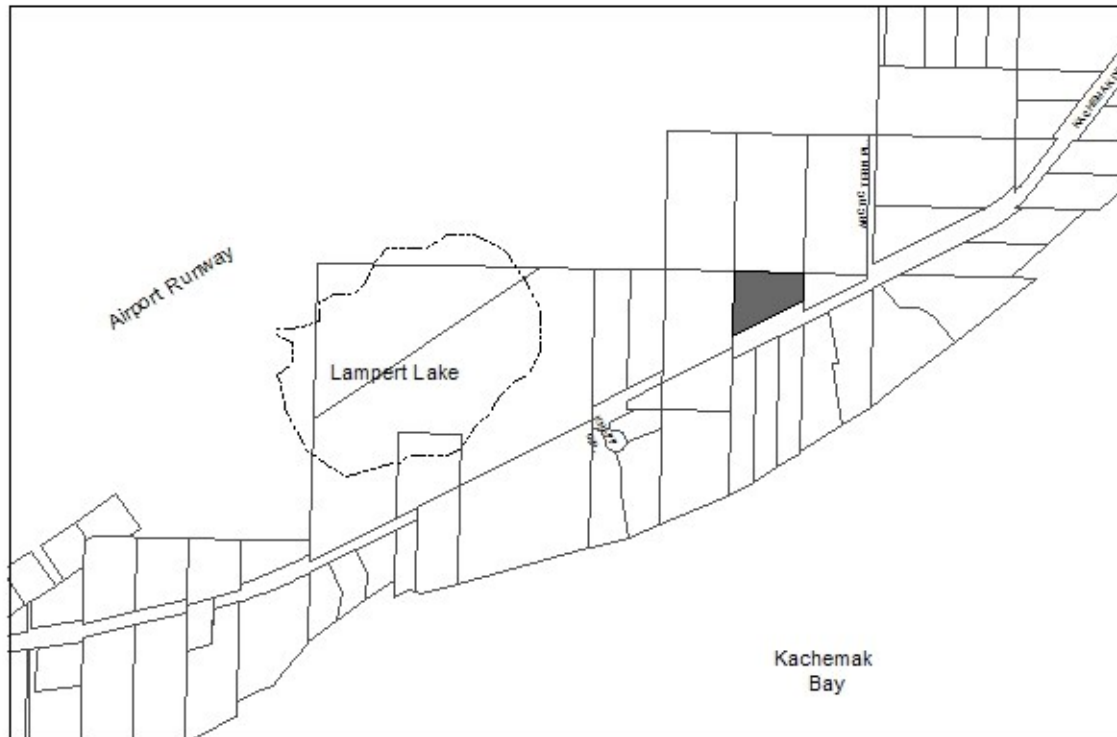
Notes: Former dump site. Land and Water Conservation Fund Grant Project #02-00369 for construction of 3 ball fields and parking area. Land to remain parkland in perpetuity.

Parking lot constructed in 2006. 2009: ord 09-35(A) allocated \$33,000 for improvements to two ballfields.

2024: Adjacent property to the west is being developed into a subdivision, providing water, sewer, power and additional road access.

2025: Parking lot improvements completed and mobile restrooms installed

Finance Dept. Code:



Designated Use: Future Kachemak Drive Trail and rest area Resolution 2011-37(A)
Acquisition History: Ord 96-16(A) (KPB)

Area: 1.65 acres

Parcel Number: 17936020

Legal Description: Scenic Bay Lot 4

Zoning: General Commercial 2

Wetlands: 100% Wetlands

Infrastructure: Paved Road, city water and sewer

Notes: Part of Kachemak Drive Phase 3 water and sewer SAD

Finance Dept. Code:



Designated Use: Resolution 15-030(A): Sell
Acquisition History: Lot 1: Ordinance 97-06(S) KPB

Area:
 Harry Feyer Subdivision Lot 1: 0.39 acres

Parcel Number: 17911005

2019 Assessed Value: \$16,000 (lot 1)

Legal Description: Harry Feyer Subdivision Lot 1

Zoning: Rural Residential

Wetlands: none known

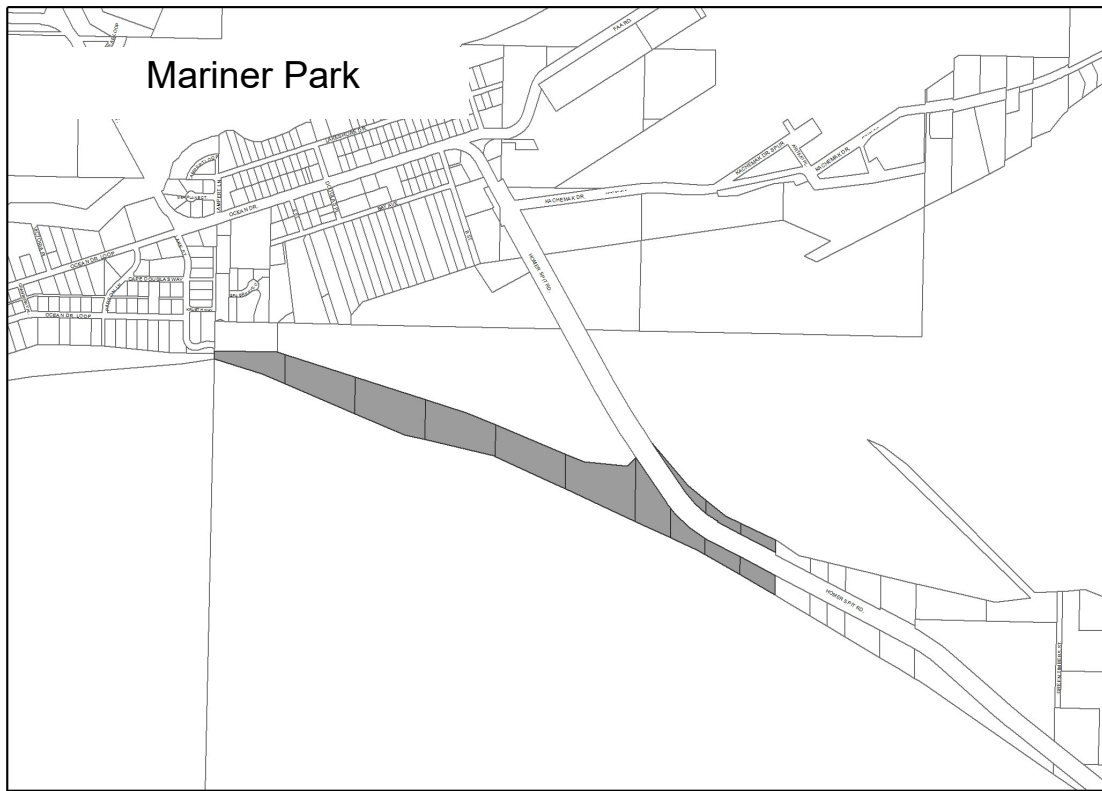
Infrastructure: Paved Road access, power.

Notes:

Has water and sewer assessments.

Resolution 15-030(A): For sale. Lot 1 has not yet sold.

Finance Dept. Code:



Designated Use: Park

Acquisition History: Lot 10: Simmons purchase, 1983. Other are EVOS purchases.

Area: 32.32 acres

Parcel Number: 18101002-14

Legal Description: T 6S R 13W SEC 28 SEWARD MERIDIAN HM GOVT LOTS 5-8, 10-15

Zoning: Open Space Recreation/Conservation

Wetlands: Tidal

Infrastructure: No infrastructure

Notes: Mariner Park and Mud Bay were nominated by the City as Western Hemisphere Shorebird Reserve Sites in 1994 ("whisern"). They are recognized as sites of international importance. <http://www.whsrn.org/>

2012 Mariner Park driveway was relocated to the north.

Resolution 15-030(A): designate as park.

2016: new campground office located at Mariner Park.

12/2018: Relocated mouth of Slough away from Campground area

Finance Dept. Code:



Designated Use: Open Space (Resolution 2018-035)

Acquisition History: Tax foreclosure (seawall) KPB Ord 02-41

Area: 1.66 acres

Parcel Number: 177177-06, 07

Legal Description: Lot 43 and 44, Oscar Munson Subdivision

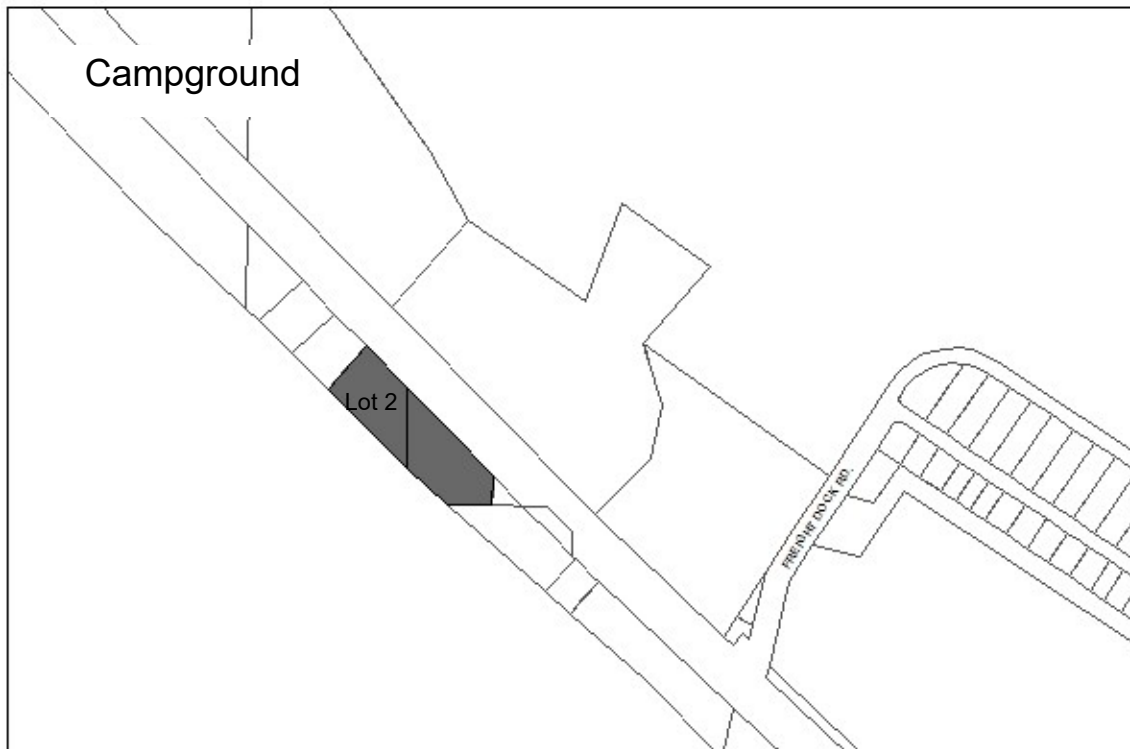
Zoning: Rural Residential

Wetlands: Most of these lots are tidal and critical habitat.

Infrastructure: Gravel road, water and sewer, natural gas, seawall.

Notes: These lots contain seawall frontage. There is little to any developable area. There continues to be bluff erosion above the seawall on these lots. There are seawall and SAD assessments on these properties. Resolution 22-005 levied a seawall assessment of \$103,461.73 (combined amount for both lots).

Finance Dept. Code:



Designated Use: Camping
Acquisition History:

Area: 3.92 acres (2.1 and 1.82 acres)

Parcel Number: 18103101, 02

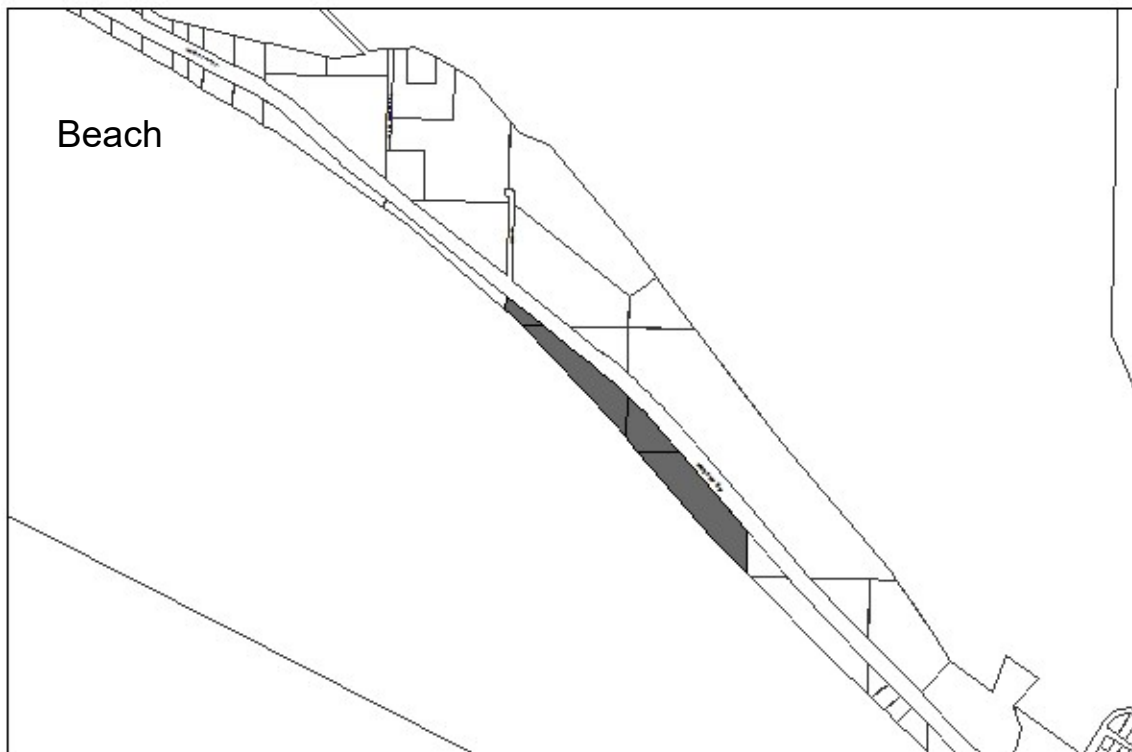
Legal Description: Homer Spit Subdivision Amended Lot 2, and that portion of Government Lot 14 lying south of the Homer Spit Road T6S R13W S35

Zoning: Open Space Recreation.

Infrastructure: Paved road, water and sewer

Notes: At most, 1/3 of the land is above the high tide line. The rest is beach or underwater.
 2016: Campground office sold and removed due to repeated erosion and storm damage.
 2018: Campground closure due to erosion
 2019: Significant erosion, placement of dredge spoils to protect the road. No camping permitted.
 2024: Significant storm event, road revetment extended along Homer Spit Road the length of these properties.

Finance Dept. Code:



Designated Use: Public Use/ Open Space Recreation

Acquisition History: Ord 90-26 (KPB). Lot 6: EVOS purchase

Area: 23 acres

Parcel Number: 181030 02, 04, 06 18102011

Legal Description: T 6S R 13W SEC 35 SEWARD MERIDIAN HM PORTION GOVT LOT 1,2, Sec 34 Lot 1, lot 6 SW of Sterling Hwy Sec 27

Zoning: Open Space Rec

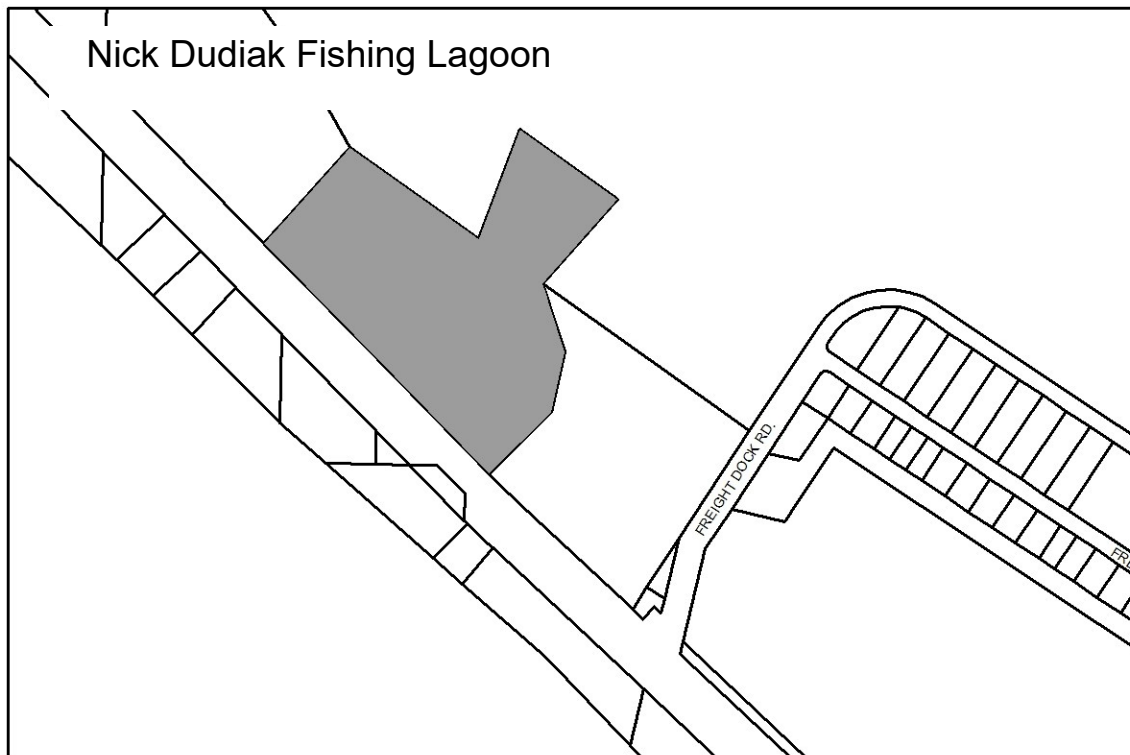
Wetlands: Tidal

Infrastructure: Paved Road access

Notes:

Acquisition history of lot 6 should be researched as budget allows

Finance Dept. Code:



Designated Use: Fishing Lagoon

Acquisition History: Ord 83-26 Purchase from World Seafood

Area: 17.71 acres

Parcel Number: 18103116

Legal Description: T 6S R 13W SEC 35 SEWARD MERIDIAN HM 0920039 THE FISHIN HOLE SUB TRACT 2

Zoning: Open Space Recreation

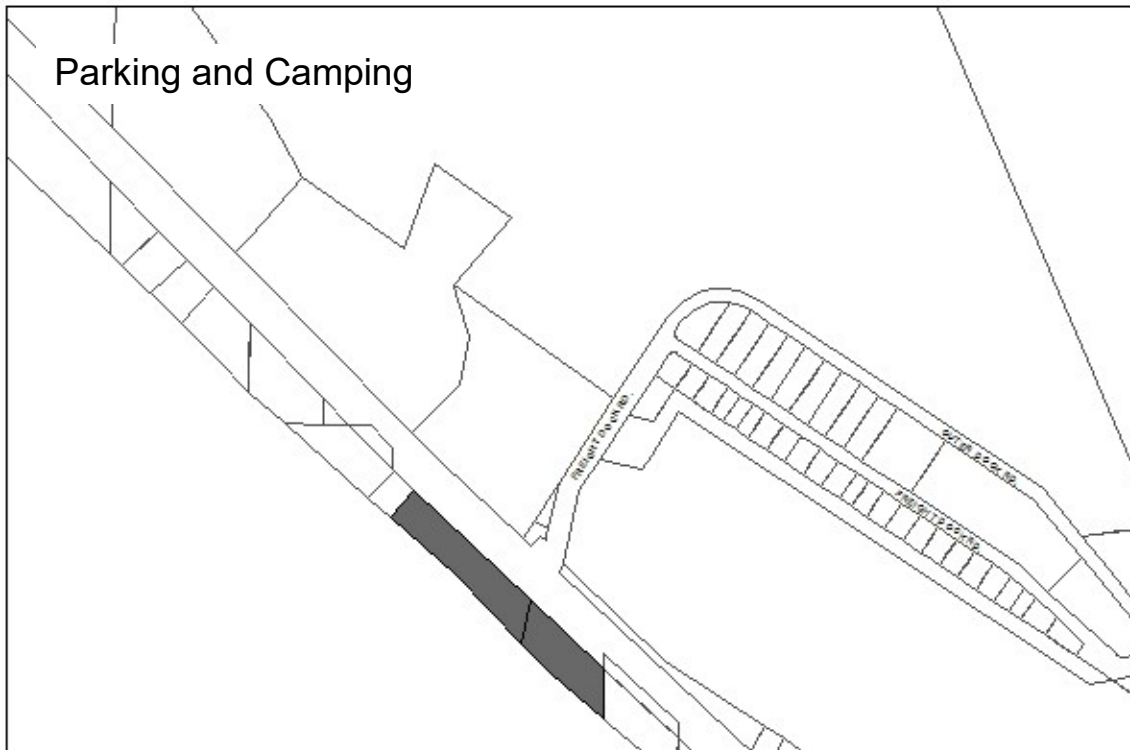
Wetlands: N/A. Portions in floodplain.

Infrastructure: City Water and Sewer, paved road access. Restroom.

Notes:

- Dredged in 2012
- 2016 construction of Kachemak Bay Water Trail shelter
- 2016 new fish cleaning tables built (ADFG funded)
- 2018: paved trail extended to fish cleaning tables and water trail pavilion. ADA campsites constructed.
- Dredging planned in 2023

Finance Dept. Code:



Designated Use: Western lot: Camping. East lot, parking
Acquisition History:

Area: 5.7 acres

Parcel Number: 18103301, 18103108

Legal Description: Homer Spit Amended Lots 7 and 9

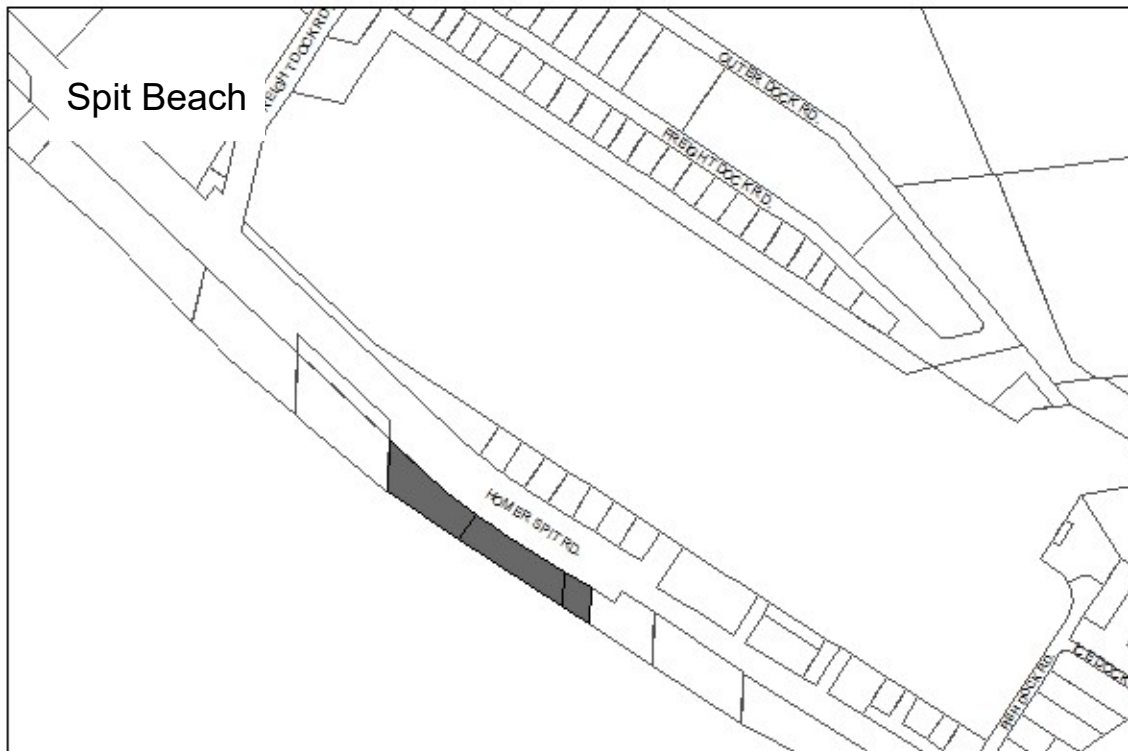
Zoning: Open Space Recreation

Wetlands: N/A

Infrastructure: Paved Road

Continued erosion of campground area. Dredge spoils are placed every spring to protect the highway. Starting in 2019.

Finance Dept. Code:



Designated Use: Open Space Recreation

Acquisition History: Lot 11B: Reso 93-14, 3/24/93 Deed. Acquired through an exchange for lot 18.

Area: 2.36 acres

Parcel Number: 181033 4, 5, 6

Legal Description: Homer Spit Subdivision Amended Lots 11 and 20. Lot 11B of HM 0640816.

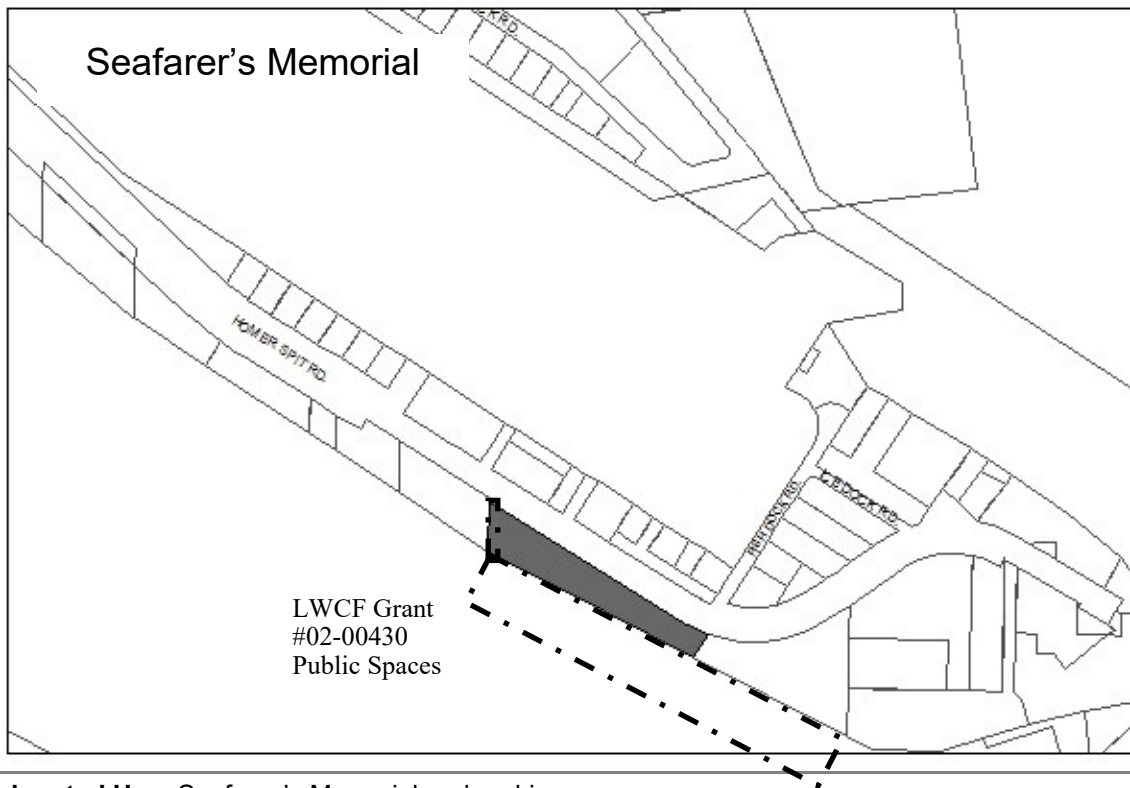
Zoning: Open Space Recreation

Wetlands: N/A

Infrastructure: Paved Road

Notes:

Finance Dept. Code:



Designated Use: Seafarer's Memorial and parking
Acquisition History:

Area: 2.52 acres

Parcel Number: 18103401

Legal Description: Homer Spit Amended Lot 31

Zoning: Open Space Recreation

Wetlands: N/A

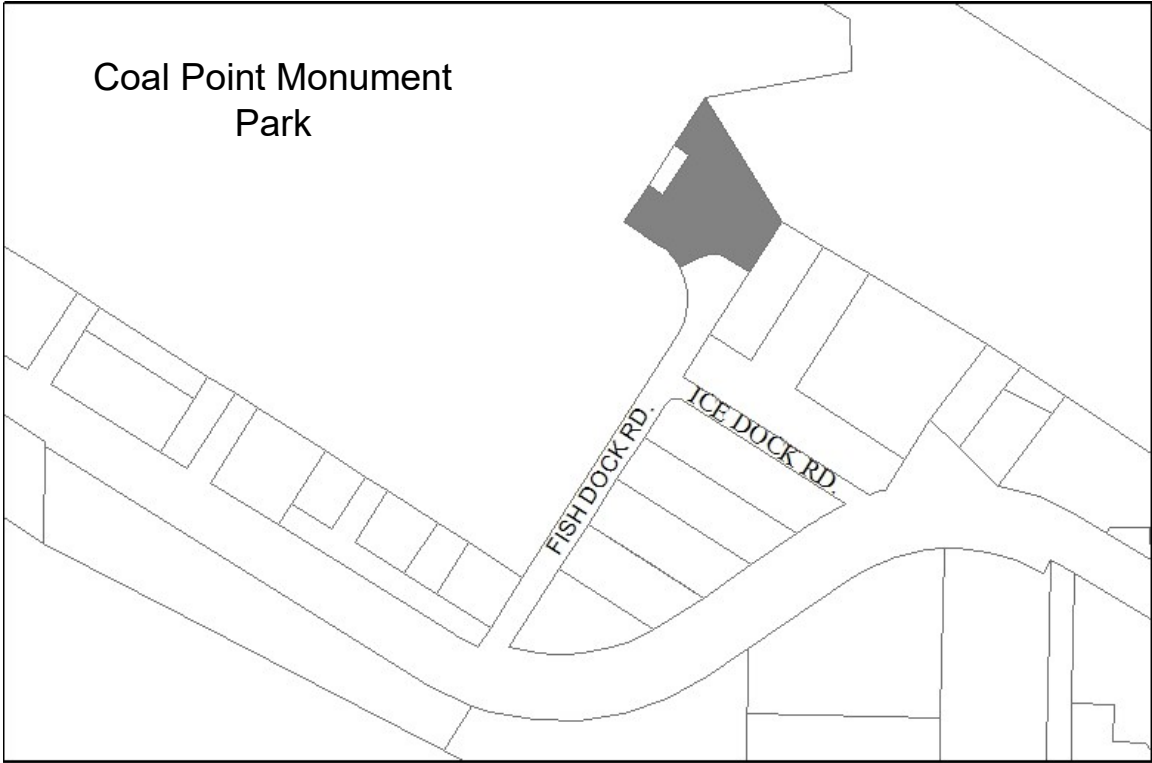
Infrastructure: Paved Road

LWCF Grant #02-00430 (Ramp 2 restrooms) encumbered a 20 foot strip along the northwest property boundary to provide permanent public beach access from Homer Spit Road to the tideland parcel. Seaward of the park parcel, a 250 foot wide strip of the tideland lot was also encumbered.

Memorial is a 100x100 foot area.

Resolution 20-008(S-3)(A) adopted a land management policy for this parcel.

Finance Dept. Code:

	
Designated Use: Park Acquisition History:	
Area: 1.09 acres	Parcel Number: 18103426
Legal Description: LEGAL T 7S R 13W SEC 1 SEWARD MERIDIAN HM 0890034 HOMER SPIT SUB AMENDED COAL POINT MONUMENT PARK EXCLUDING THAT PORTION AS PER LEASE AGREEMENT 187 @ 921	
Zoning: Marine Industrial	Wetlands:
Infrastructure: gravel parking area	
Notes:	
Finance Dept. Code:	



Designated Use: Beachfront between Icicle and Main Dock
Acquisition History:

Area: 0.11 acres

Parcel Number: 18103446

Legal Description: T 7S R 13W SEC 1 SEWARD MERIDIAN HM THAT PORTION OF GOVT LOT 20 LYING NE OF THE HOMER SPIT RD & BOUNDED ON THE NW BY LOT 43 OF HOMER SPIT SUB AMENDED & BOUNDED ON THE NE BY ATS 612 & BOUNDED ON THE SE BY LOT 45 OF HOMER SPIT SUB AMENDED & BOUNDED ON THE

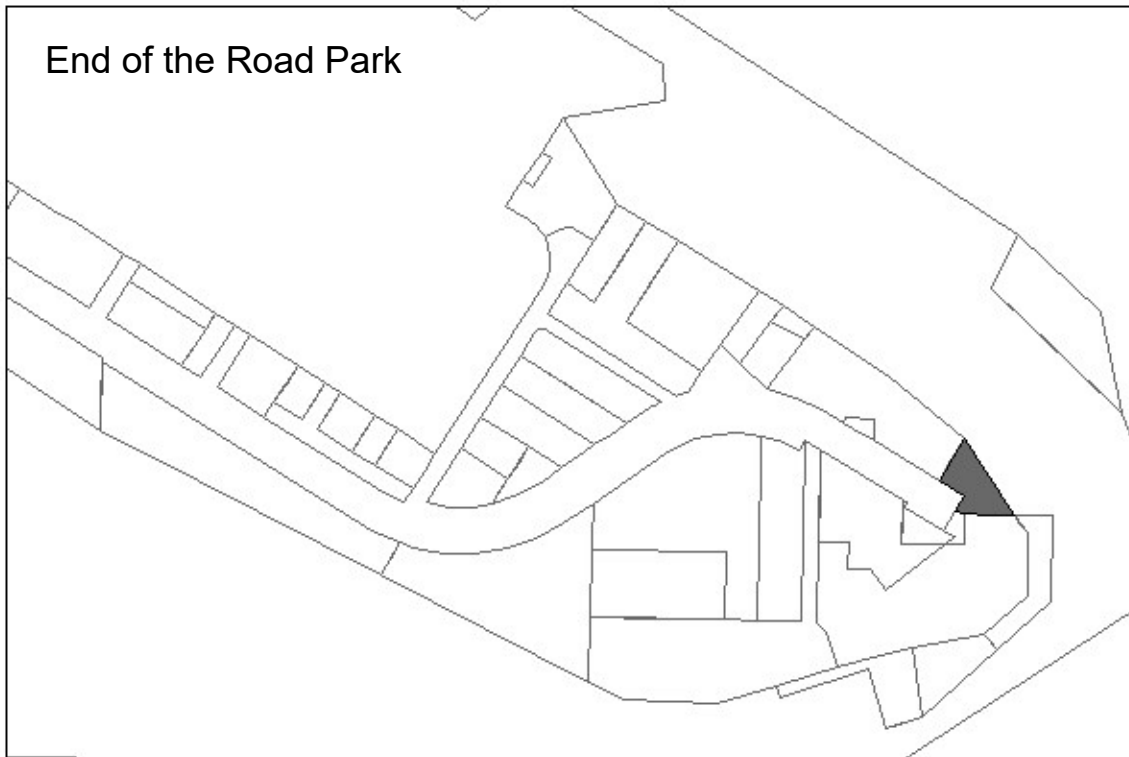
Zoning: Marine Industrial

Wetlands: N/A tidal, flood plain

Infrastructure:

Notes:

Finance Dept. Code:



Designated Use: End of the Road Park Resolution 13-032

Acquisition History:

Area: 0.43 acres

Parcel Number: 18103448

Legal Description: HM0930049 T07S R13W S01 HOMER SPIT SUB NO 6 VELMA'S ADDN LOT 45-B

Zoning: Marine Industrial

Wetlands: N/A

Infrastructure: Water, sewer, paved road access

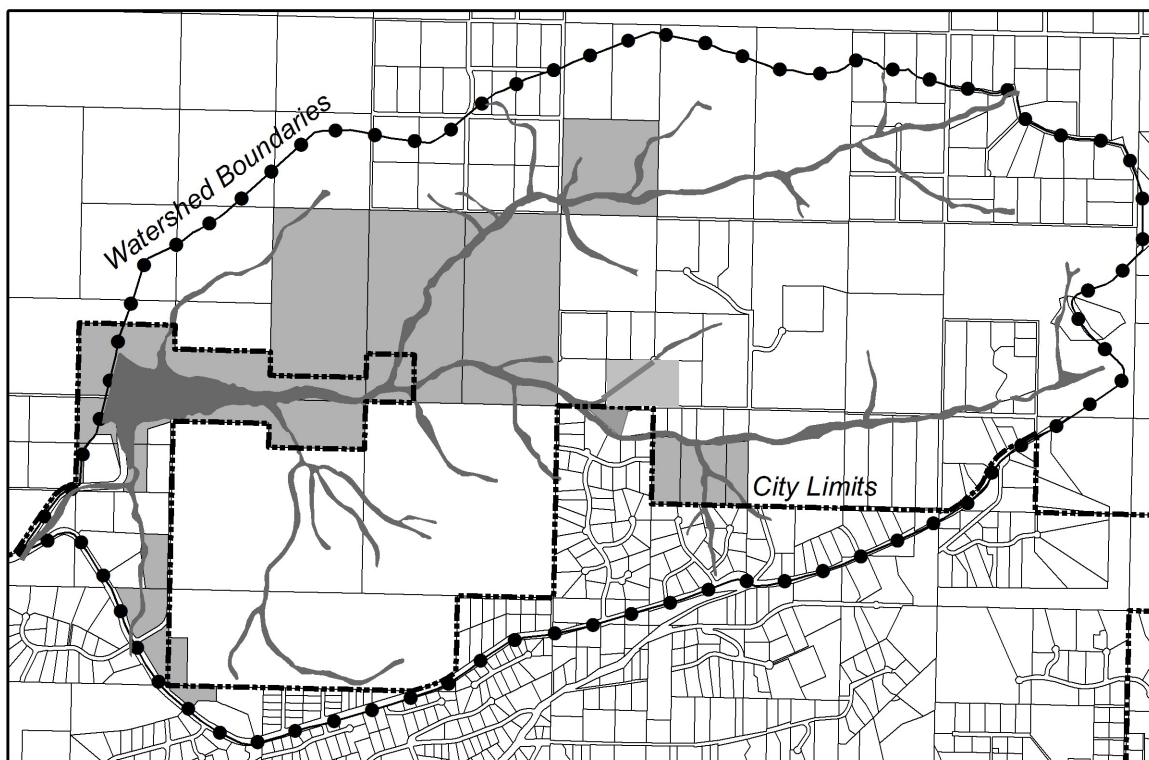
Address:

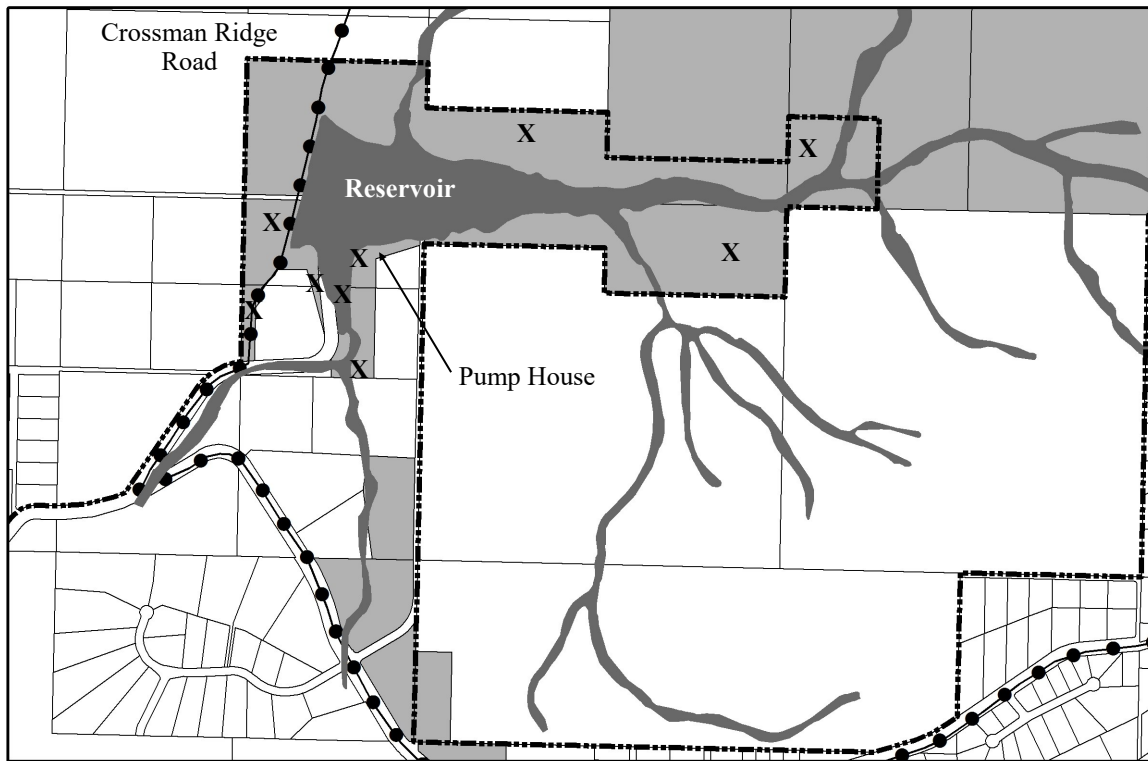
- Restroom construction 2013/14, parking lot paved, and spit trail completed
- Access easement granted to Land's End for fire egress, due to erosion of beach.

Finance Dept. Code:

City Lands within the Bridge Creek Watershed Protection District

These properties lie within the Bridge Creek Watershed Protection District. Not all the lands within the district are in Homer City limits. The city owns 25 lots totaling 452.38 acres. Lands include conservation purchases from the University of Alaska, Bureau of Indian Affairs, Kenai Peninsula Borough tax foreclosure, private parties, and water system infrastructure such as the reservoir, pump house, and water treatment plant and tanks.





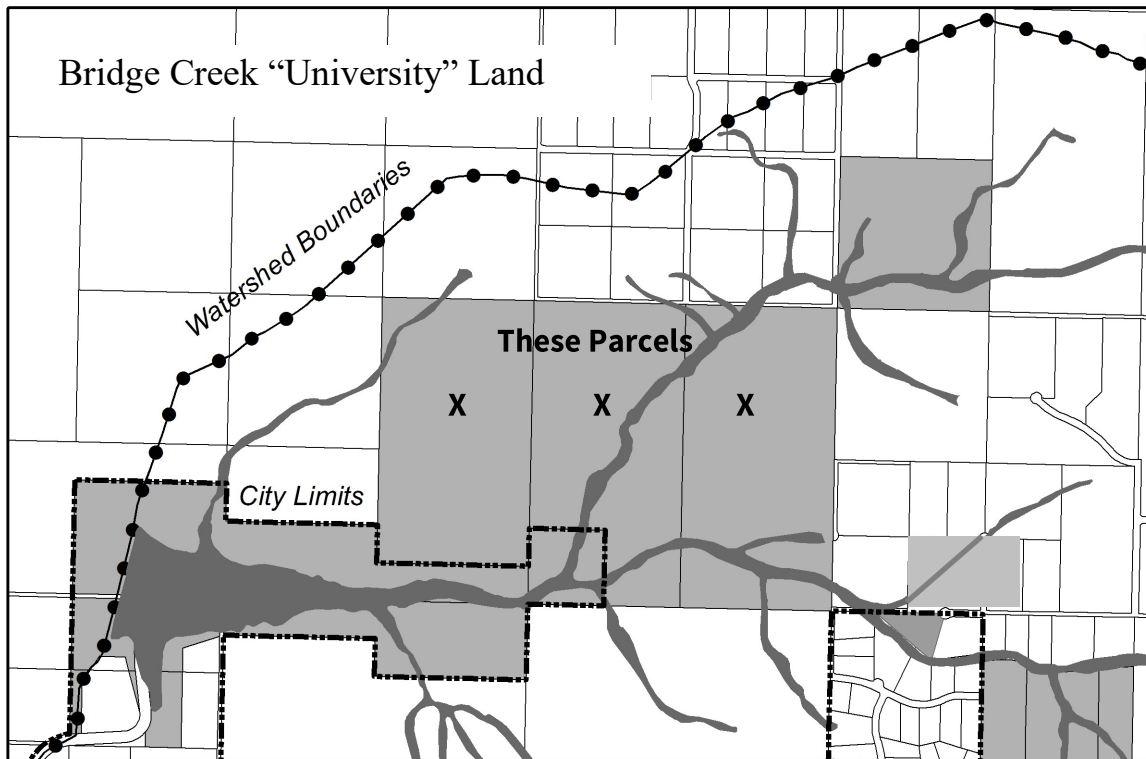
Designated Use: Bridge Creek Watershed, Reservoir and pump house
Acquisition History:

Area: 120.9 acres **Zoning:** Conservation

PARCEL ACREAGE LEGAL

17307053	0.410	T 6S R 13W SEC 7 SEWARD MERIDIAN HM 0711238 DIAMOND RIDGE ESTATES SUB LOT 2 THAT PORTION THEREOF LYING EAST OF DIAMOND RIDGE ROAD
17307057	1.470	T 6S R 13W SEC 7 SEWARD MERIDIAN HM 0711238 DIAMOND RIDGE ESTATES SUB LOT 13 A PORTION THEREOF
17307059	0.130	T 6S R 13W SEC 7 SEWARD MERIDIAN HM 0711238 DIAMOND RIDGE ESTATES SUB LOT 13 A PORTION THEREOF
17307062	7.350	T 6S R 13W SEC 7 SEWARD MERIDIAN HM 0711238 DIAMOND RIDGE ESTATES SUB LOT 1 PORTION THEREOF
17307064	6.940	T 6S R 13W SEC 7 SEWARD MERIDIAN HM 0711238 DIAMOND RIDGE ESTATES SUB LOT 2 PORTION THEREOF
17305301	30.000	T 6S R 13W SEC 8 SEWARD MERIDIAN HM N1/2 N1/2 NW1/4 NW1/4 & N1/2 NE1/4 NW1/4
17305111	60.000	T 6S R 13W SEC 5 T 6S R 13W SEC 6 HM SEWARD MERIDIAN S1/2 S1/2 SE1/4 SW1/4 & S1/2 SW1/4 SW1/4 OF SEC 5 & S1/2 SE1/4 SE1/4 & S1/2 N1/2 SE1/4 SE1/4 OF SEC 6
17305236	10.000	T 6S R 13W SEC 5 SEWARD MERIDIAN HM SW1/4 SW1/4 SE1/4
17307060	4.600	T 6S R 13W SEC 7 SEWARD MERIDIAN HM 0711238 DIAMOND RIDGE ESTATES SUB LOT 14 THE W1/2 THEREOF

Finance Dept. Code:



Designated Use: Bridge Creek Watershed Property

Acquisition History: Ordinance 2003-7(A). Purchased from UAA.

Area: 220 acres

Parcel Number: 173 052 34, 35, 17305120

Legal Description: The Northwest one-quarter of the Southeast one-quarter (NW1/4 SE1/4) and the East one-half of the Southwest one-Quarter of the Southeast one-quarter (E1/2 SW1/4 SE1/4) and the Northwest one-quarter of the Southwest one-quarter of the Southeast one-quarter (NW1/4 SW1/4 SE1/4) and the Northeast one-quarter of the Southwest one-quarter (NE1/4 SW1/4) and the North one-half of the South one-half of the Southeast one-quarter of the Southwest one-quarter (N1/2 S 1/2 SE1/4 SW1/4) and the East one-half of the Southeast one-quarter (E1/2 SE1/4) of Section 5, Township 6 South, Range 13 West, Seward Meridian, in the Homer Recording District, State of Alaska.

Zoning: Bridge Creek Watershed Protection District. Not within City Limits.

Wetlands: Some wetlands. Bridge Creek flows through the property.

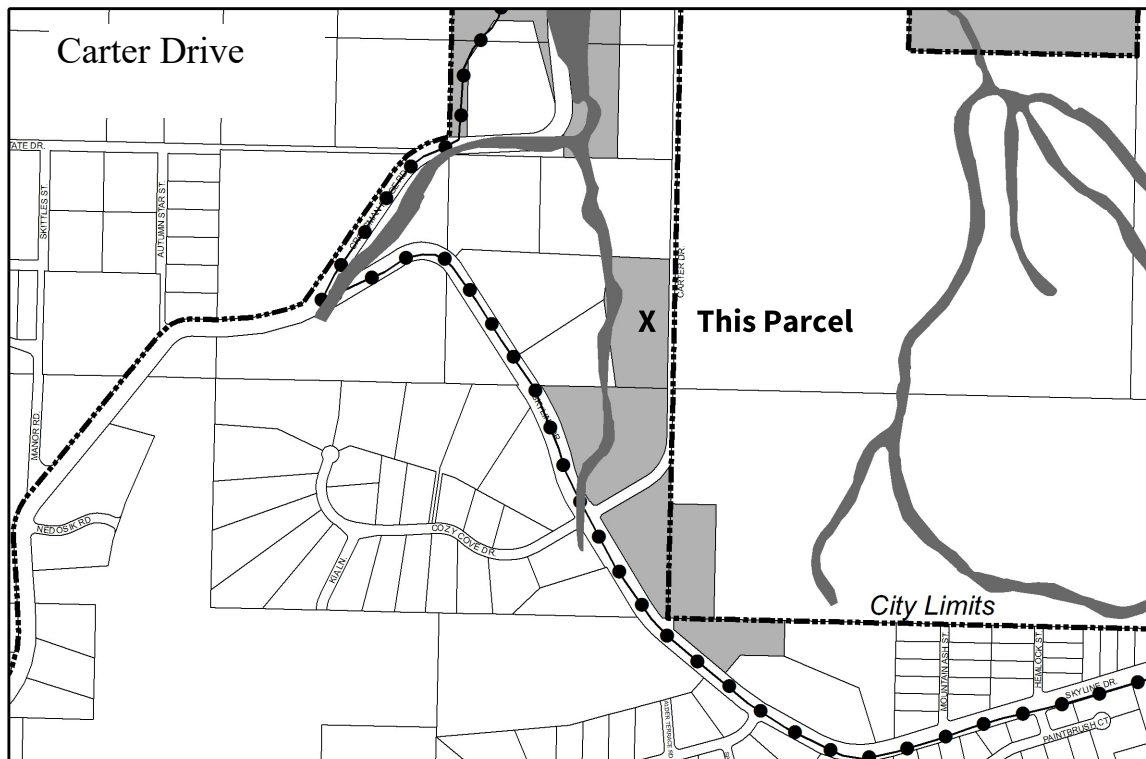
Infrastructure: None. Limited legal and physical access.

Notes:

Paid \$265,000 for land in 2003.

Fire hazard mitigation conducted in 2011.

Finance Dept. Code:



Designated Use: A public use to protect and enhance the City's Bridge Creek Watershed and thereby protect its water quality.

Acquisition History: Emergency Ordinance 2005-40, 2005-45.

Area: 5.93 acres

Parcel Number: 173070760

Legal Description: HM0840119 T06S R13W S07 Pioneer Valley Subdivision Lot 2

Zoning: Rural Residential, Bridge Creek WPD

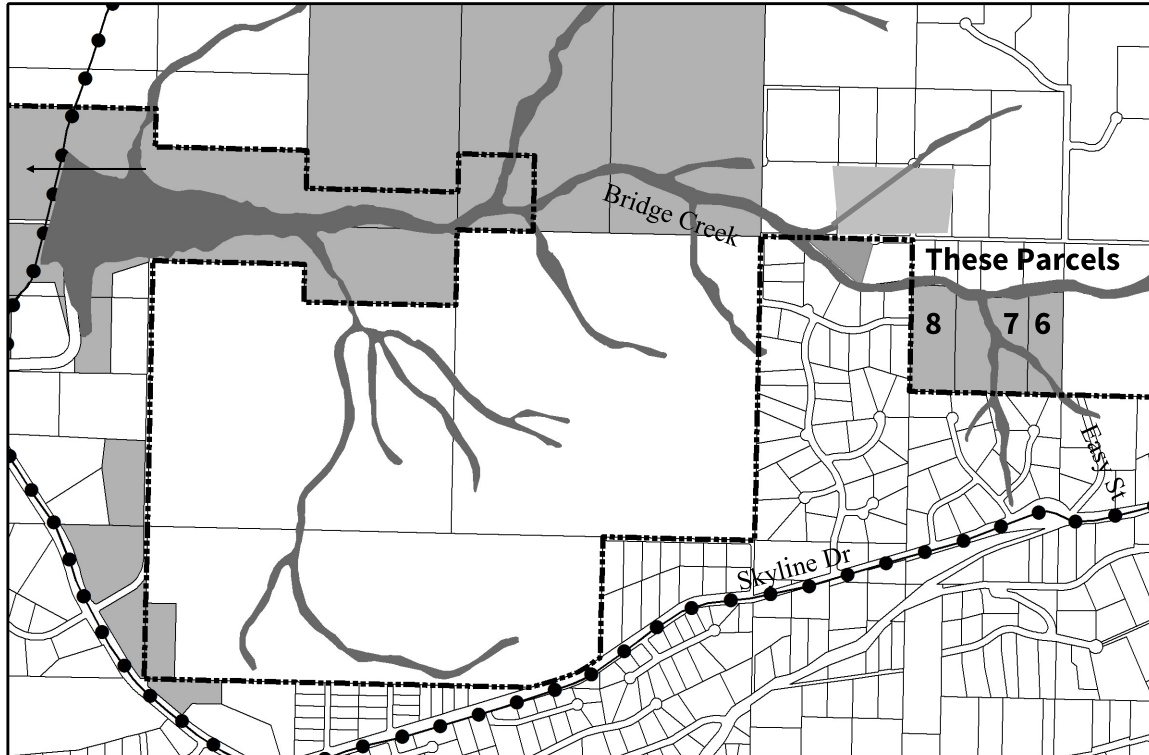
Wetlands: Some discharge slope wetland, possibly a creek to the Reservoir.

Infrastructure: Driveway access to property.

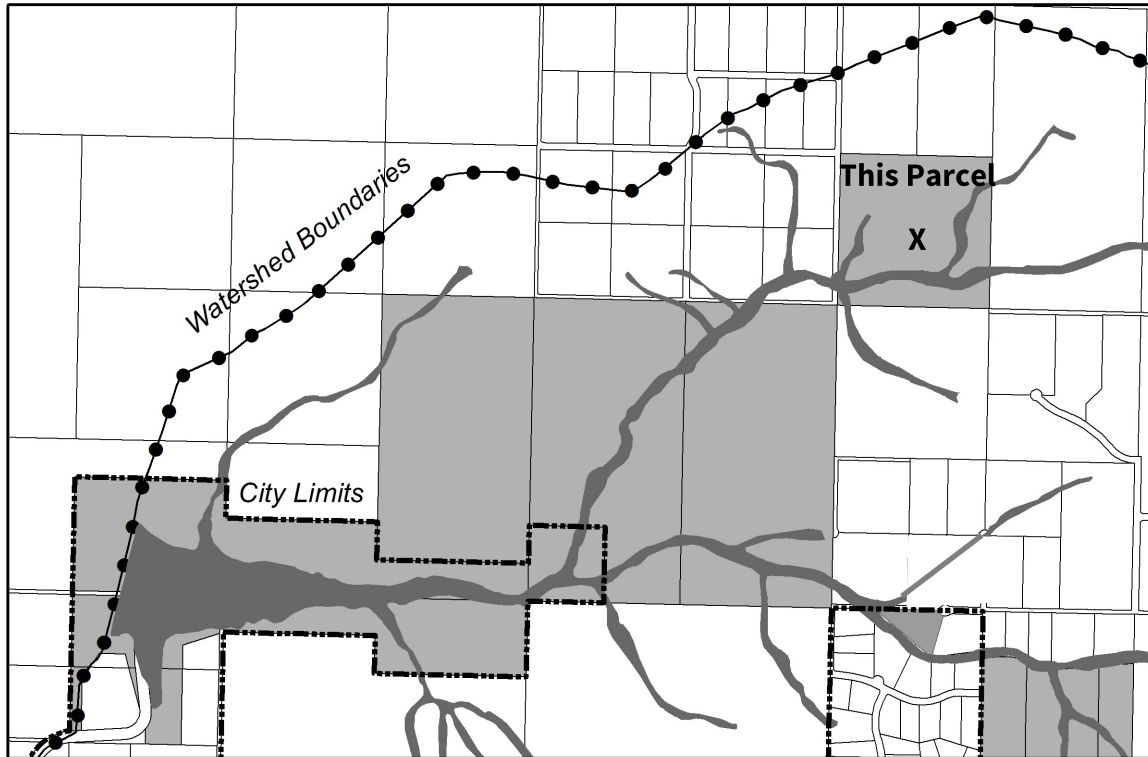
Notes: Property includes a small cabin.

Finance Dept. Code:

<p>Designated Use: Protecting the watershed and providing alternate access to property north of the City's water treatment plant, Water Tank and building, City Well Reserve Water Tank and building/Public Purpose.</p> <p>Acquisition History: Ordinance 10-21 (Lot 1) Lot 34 Purchased 1/97 Tulin</p>	
<p>Area: Lot 1: 7.83 acres Lot 2: 8.34 acres Lot 34: 3 acres</p>	<p>Parcel Number: 17307094, 95, 96, 17308034</p>
<p>Legal Description: Hillstrand's Homestead Lots 1, 2, Tulin Terrace Upper Terrace Lot 34</p>	
<p>Zoning: Rural Residential, Bridge Creek WPD</p>	<p>Wetlands: Some discharge slope wetland, possibly a creek to the Reservoir.</p>
<p>Infrastructure: Paved road, electricity</p>	
<p>Notes:</p> <p>Bulk of Lot 1 purchased in 2010, Ord 10-21, \$90,000. 184 Skyline Dr Former water treatment plant site. A fire station/equipment storage was constructed in 2014. Eastern half of lot 2, acquired through eminent domain. Location of the water treatment plant. Lot 34 is the site of a 1 million gallon water tank.</p>	
<p>Finance Dept. Code:</p>	



Designated Use: Watershed Protection Purposes	
Acquisition History: Ordinance 2009-08(A)	
Area: Lot 6: 6.91 acres, Lot 7: 13.38 acres Lot 8: 8.89 acres Total: 28.81 acres	Parcel Numbers: 1736600 6, 7, 8
Legal Description: Lots 6,7 and 8, Roehl Parcels Record of Survey Amended	
Zoning: Not in city limits.	Wetlands: about half the land is wetland. Bridge Creek is the northern boundary of these lots.
Infrastructure: Gravel access on Easy Street and Quinalt Ave. There is a gravel road with some sort of easement over lots 6 and 7.	
Notes: Lots purchased 2/25/09 from BIA Lot 6, \$58,735, recorded document 2009-000612-0 Lot 7, \$113,730, recorded document 2009-000613-0 Lot 8, \$75,565, recorded document 2009-000611-0 Total Cost: \$248,030 The northern lot line of these lots is bridge creek, and meanders as the creek meanders. Public roadway easement granted 7/29/21 2001-002825-0 Homer Recording District	
Finance Dept. Code:	



Designated Use: Public Purpose, Watershed Protection Purposes (Reso 16-043 Ord 16-19)

Acquisition History: Tax foreclosure from KPB, Ordinance 15-15,

Area: 40 acres

Parcel Numbers: 17305219

Legal Description: T 6S R 13W SEC 4 SEWARD MERIDIAN HM SW1/4 NW1/4

Zoning: Not in city limits, part of the Bridge Creek WPD.

Wetlands: about half the land is wetland. Bridge Creek is the northern boundary of these lots.

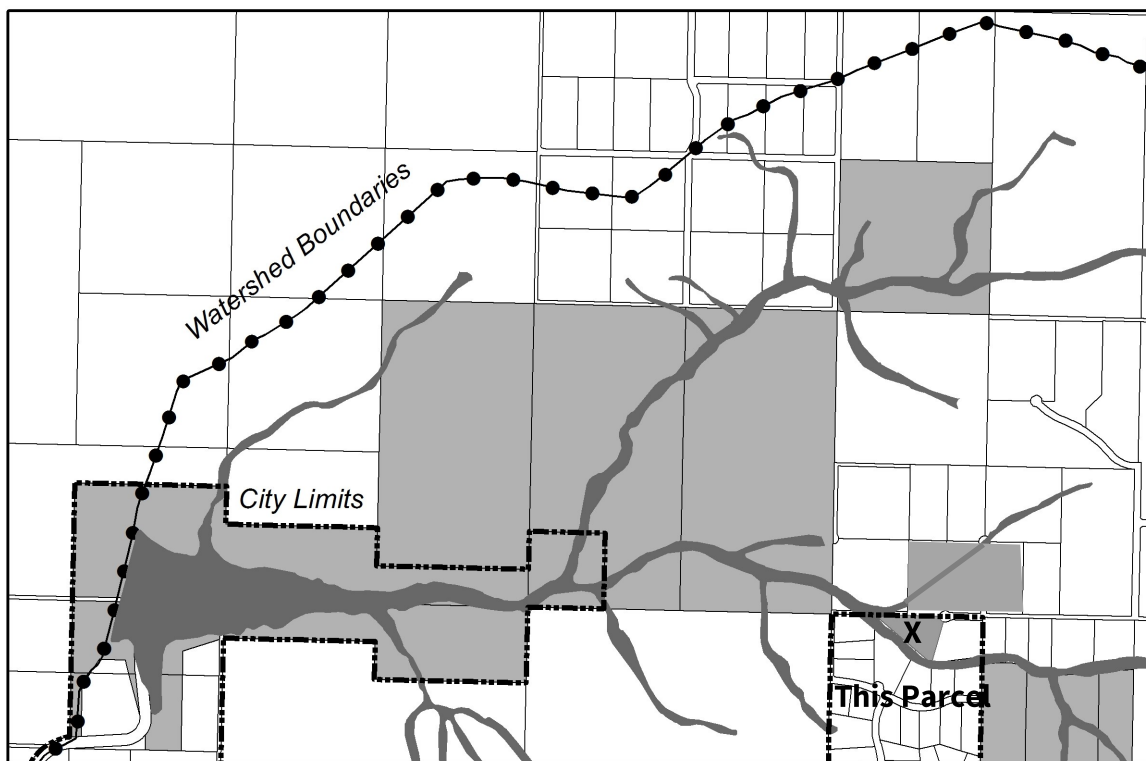
Infrastructure: Gravel access on Easy Street and Quinalt Ave. There is a gravel road with some sort of easement over lots 6 and 7.

Notes:

Purchase cost: \$2,805.21 in 2015.

Legal and physical access to this property is difficult. Bridge Creek flows through a ravine along the bottom third of the lot, and the property is generally steep.

Finance Dept. Code:



Designated Use: Watershed Protection Purposes (Ord 17-27)

Acquisition History: City purchased from private land owner

Area: 2.86 acres

Parcel Number: 17305408

Legal Description: T 6S R 13W SEC 9 SM Kelly Ranch Estates Sub Lot 8 Block 1

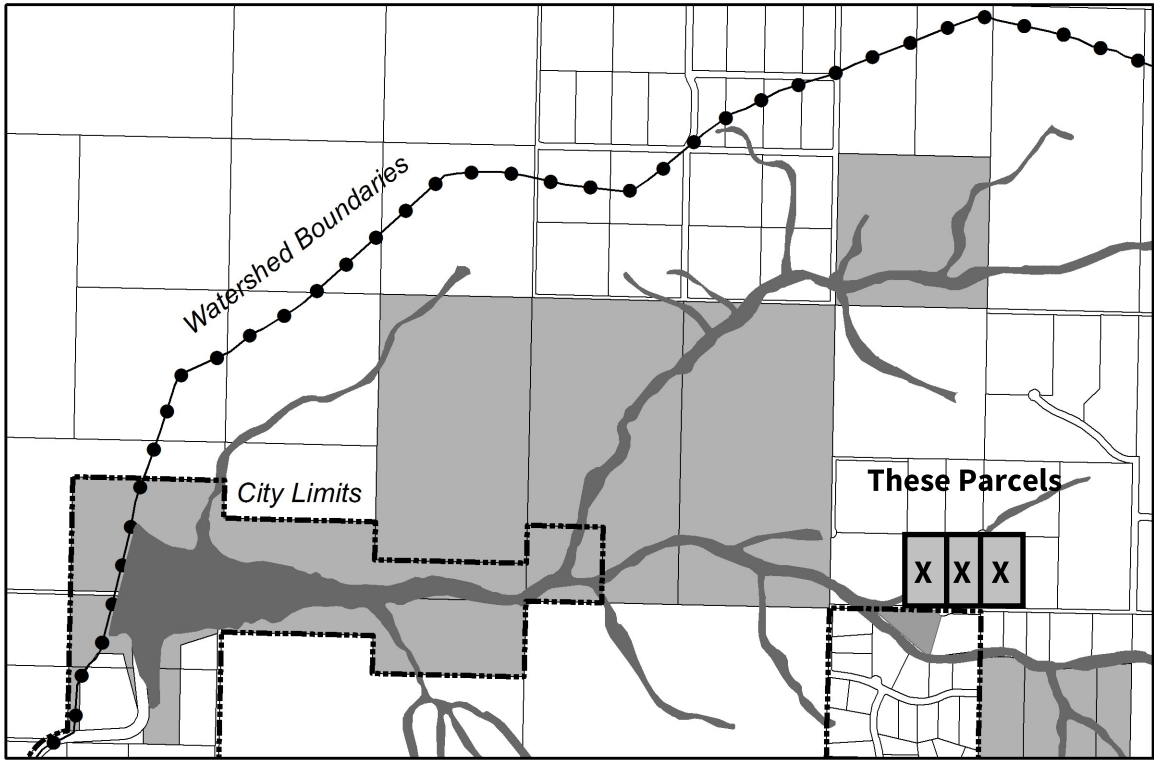
Zoning: RR, and part of the Bridge Creek WPD.

Wetlands: Lot is all wetlands. Bridge Creek runs through the valley on the south side of the lot.

Infrastructure: Access by foot or ATV via a section line and undeveloped right of way.

Notes:

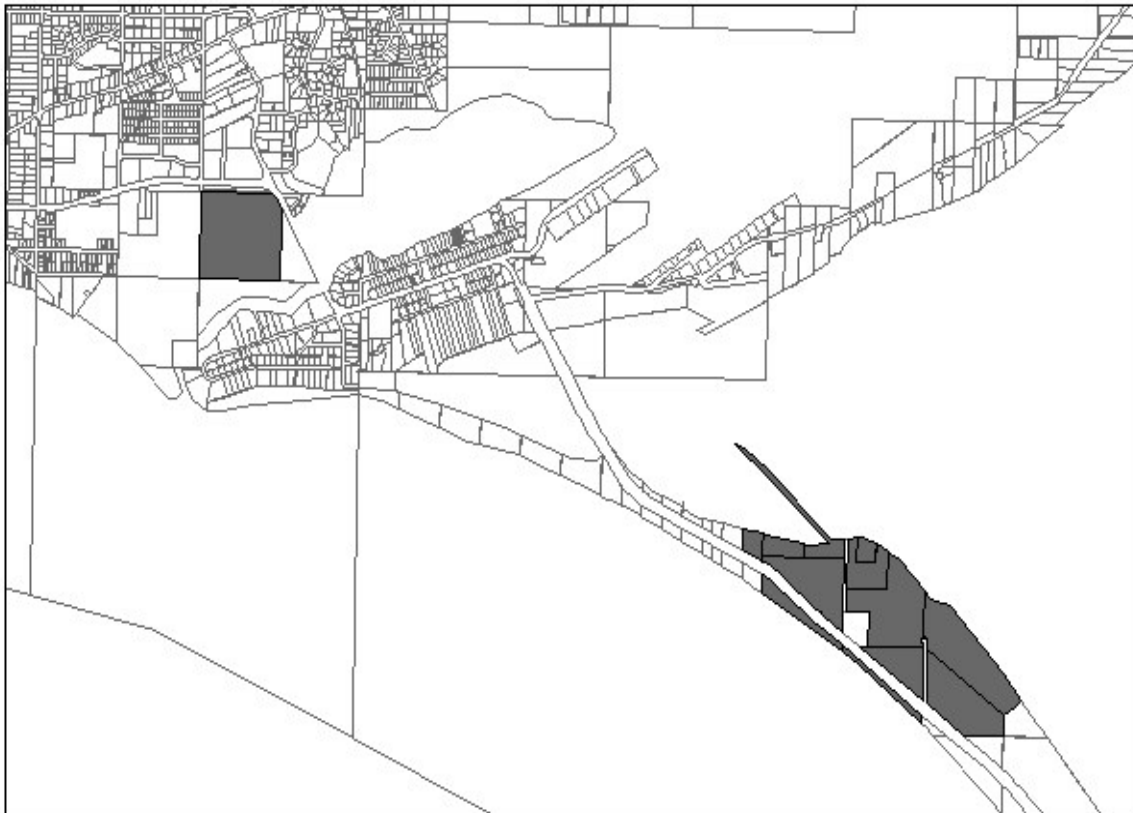
Finance Dept. Code:

 <p>The map displays the Bridge Creek watershed area. A dashed line indicates the 'City Limits'. A solid line with dots represents the 'Watershed Boundaries'. Three specific parcels are highlighted with a thick border and labeled 'These Parcels' with 'X X X' inside them. The map also shows various land parcels and a creek network.</p>	
Designated Use: Watershed Protection Purposes (Ord 22-01(A) and 23-02(A)) Acquisition History: City purchased from private land owner	
Area: 13.86 acres	Parcel Number: 17370003, 04, 05
Legal Description: T 6S R 13W SEC 4 SM Bridge Creek Cooperative Sub Lots 6,7,8	
Zoning: Bridge Creek WPD.	Wetlands: Wetlands present, and a tributary to Bridge Creek.
Infrastructure: Access by foot or ATV via a section line and undeveloped right of way.	
Notes:	
Finance Dept. Code:	

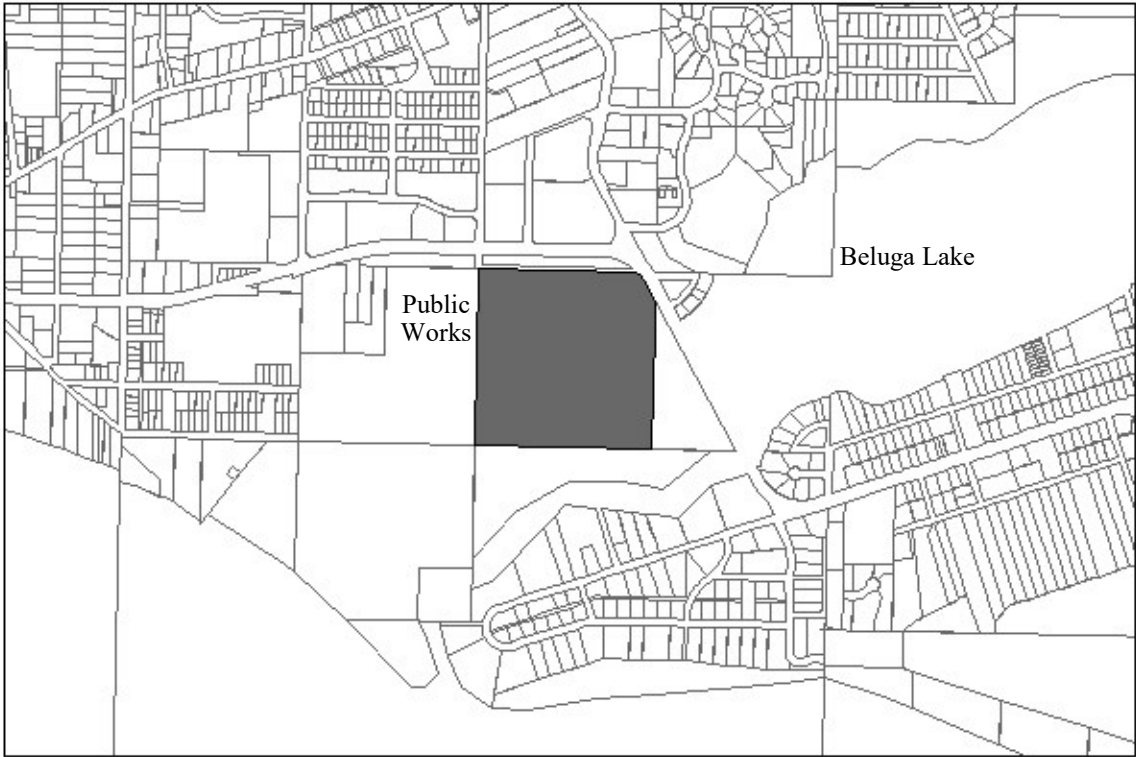
Homer Conservation Easement Lands

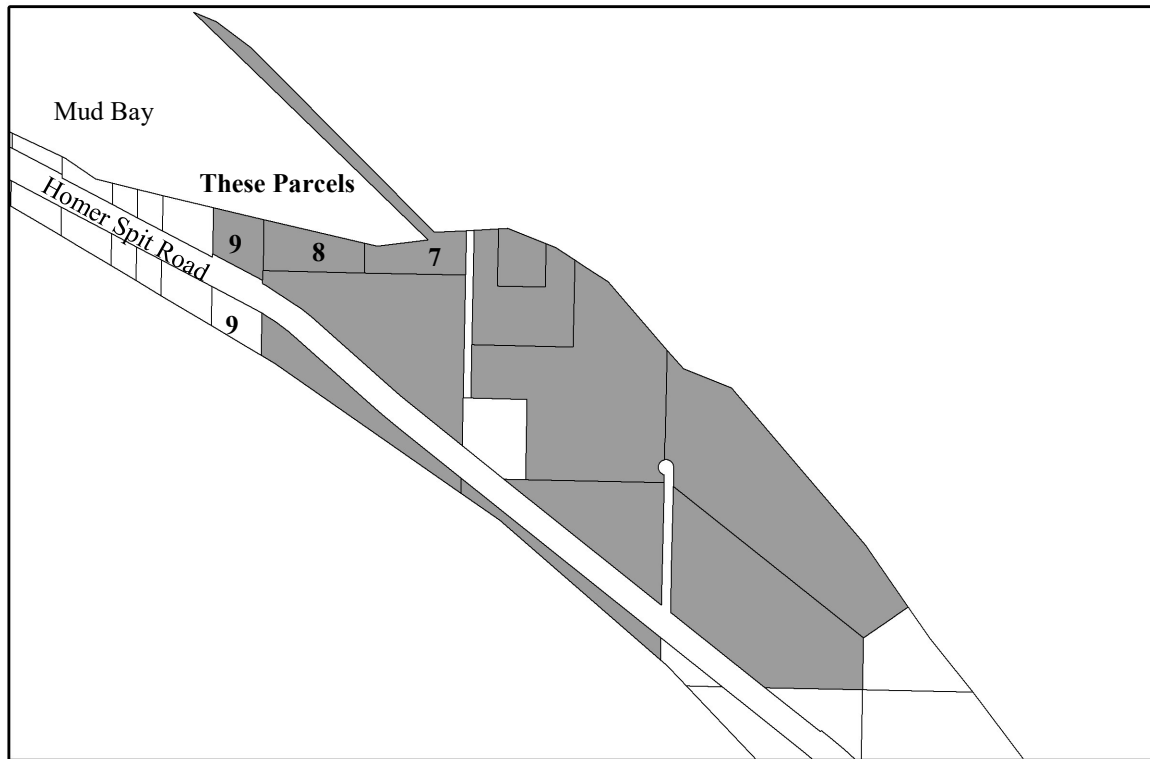
Most conservation lands in Homer were acquired through Exxon Valdez Oil Spill funding. Generally there are very strict easements on these lands as they were purchased to protect habitat, particularly shorebird habitat in sensitive areas. A portion of Louie's Lagoon has a conservation easement held by the Kachemak Heritage Land Trust. In 2020, The Nature Conservancy donated a 2.62 acre parcel along the Homer Spit to the city.

Total acreage: 172.34 acres.



This section updated 11/30/2020

	
Designated Use: Acquisition History: EVOS purchase and conservation easement.	
Area: 39.24 acres	Parcel Number: 17714006
Legal Description: HM T06S R13W S20 NW1/4 SE1/4 EXC HOMER BY PASS RD	
Zoning: Conservation	Wetlands: Beluga Slough Estuary
Notes: <ul style="list-style-type: none"> • Conservation Easement document recorded in Book 0275, Page 243, Homer Recording District, 4/21/98. • Parcel is within a FEMA-mapped floodplain. • Resolution 15-064 supported the inclusion of this land in the Western Hemisphere Shorebird Reserve Network 	
Finance Dept. Code: 392.0013	

**Designated Use:**

Acquisition History: EVOS purchase and conservation easement. Resolution 97-72 and 104.

Area: Lot 7: 7.1 acres
 Lot 8: 3.94 acres
 Lot 9: 3.00 acres
 Lot 9 S of Road: 2.16 acres (no EVOS Conservation Easement)

Parcel Number: 181020 02, 01, 18101023, 24

Legal Description: HM T06S R13W S27 GOVT LOT 7 (east) and 8 (west)
 HM T06S R13W S28 THAT PORTION OF GOVT LOT 9 LYING NORTH OF HOMER SPIT RD

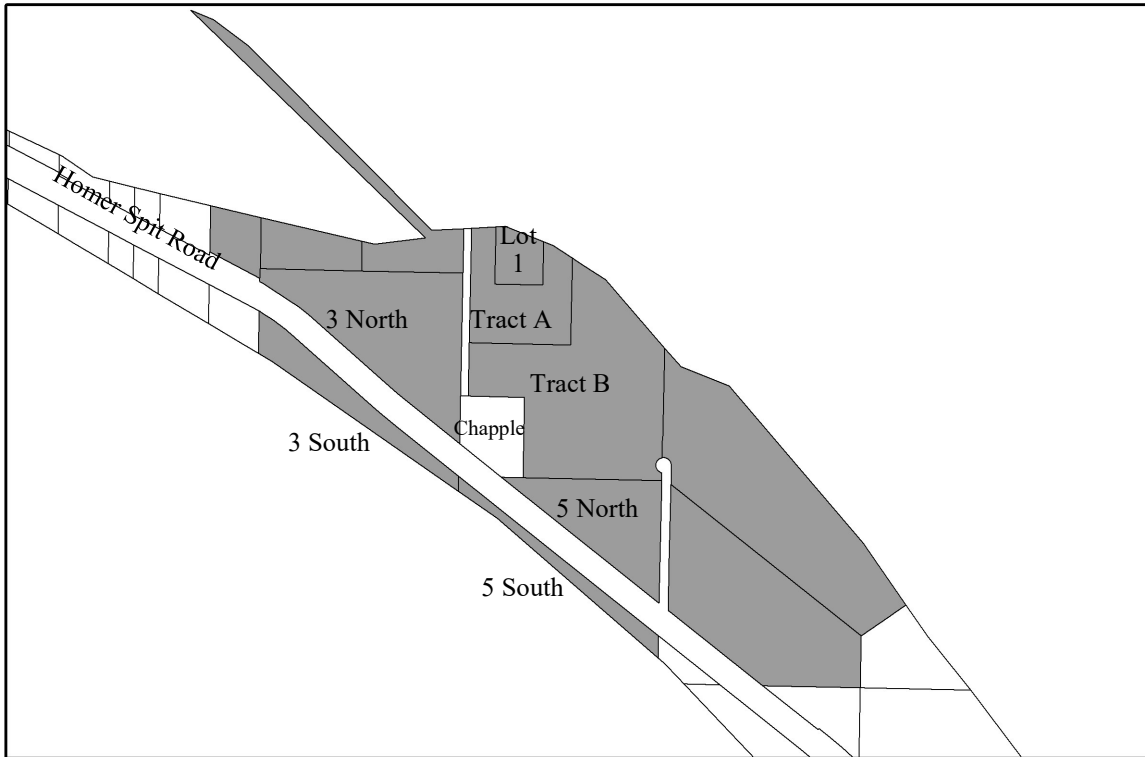
Zoning: Conservation—lots 7 and 8
 Open Space Recreation—Lot 9

Environment: State Critical Habitat Area below 17.4 ft . mean high tide line.

Notes:

- Conservation easement recorded in Book 0275, Page 229, Homer Recording District, 4/21/98.
- Parcels are within a FEMA-mapped flood hazard area.

Finance Dept. Code:

**Designated Use:**

Acquisition History: EVOS purchase and conservation easement.

Area: Total: 70.97 acres

Parcel Number: 18102 03, 04, 05, 06, 09, 10,14

Legal Description: T 6S R 13W SEC 27 SEWARD MERIDIAN HM:

- 0630660 WALTER DUFOUR SUB LOT 1, 0630060 WALTER DUFOUR SUB TRACT A
- THAT PORTION OF GOVT LOT 3 LYING NORTH OF HOMER SPIT RD
- THAT PORTION OF GOVT LOT 3 LYING SOUTH OF HOMER SPIT RD
- THAT PORTION OF GOVT LOT 5 LYING NORTH OF HOMER SPIT RD
- PORTION OF GOVT LOT 5 LYING SOUTH OF HOMER SPIT HWY
- 0770055 WALTER DUFOUR SUB TRACT B TRACT B

Zoning: Conservation

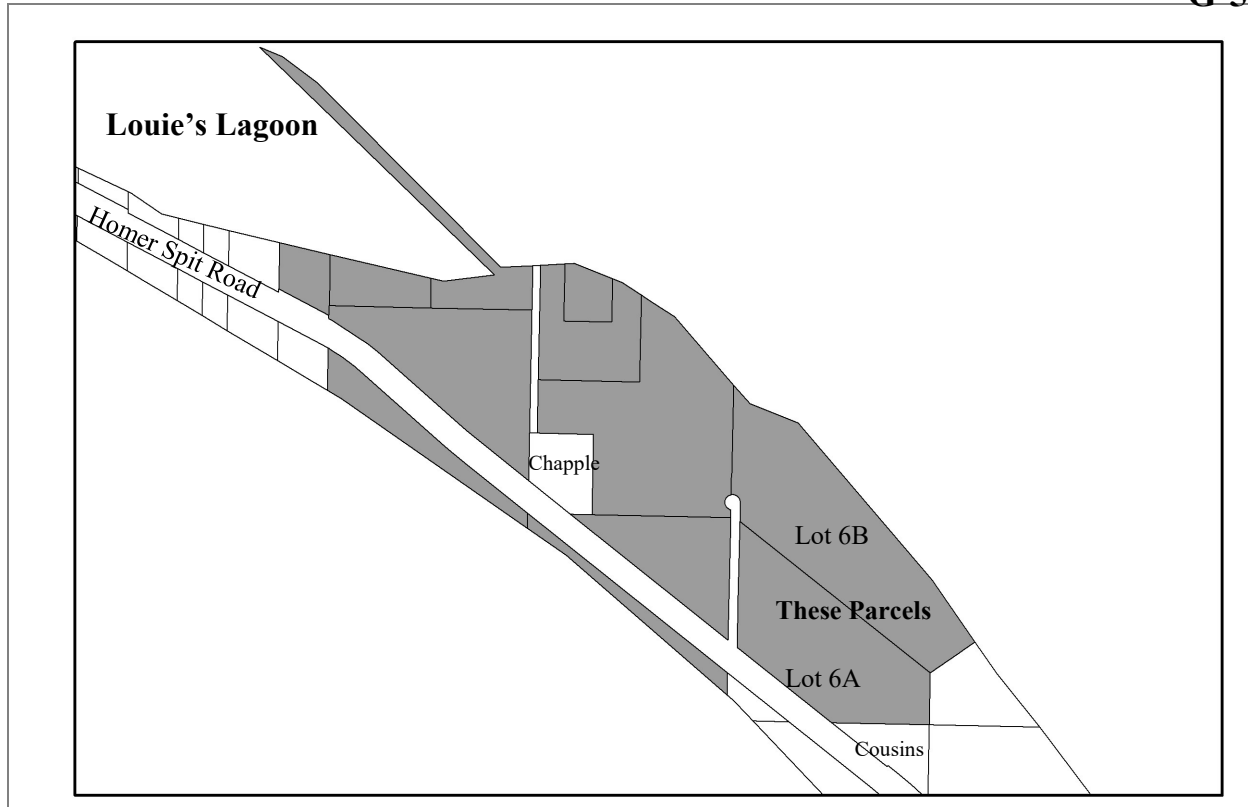
South side of lot 5 is zoned Marine Industrial, but development is restricted by the conservation easement.

Environment: State Critical Habitat Area below 17.4 ft. mean high tide line.

Notes:

- Conservation easement recorded in Book 0275, Page 222, Homer Recording District, 4/21/98.
- Deeded to the City on same date, Book 0275, Page 236, HRD.
- Parcels are within a FEMA-mapped flood hazard area.

Finance Dept. Code:

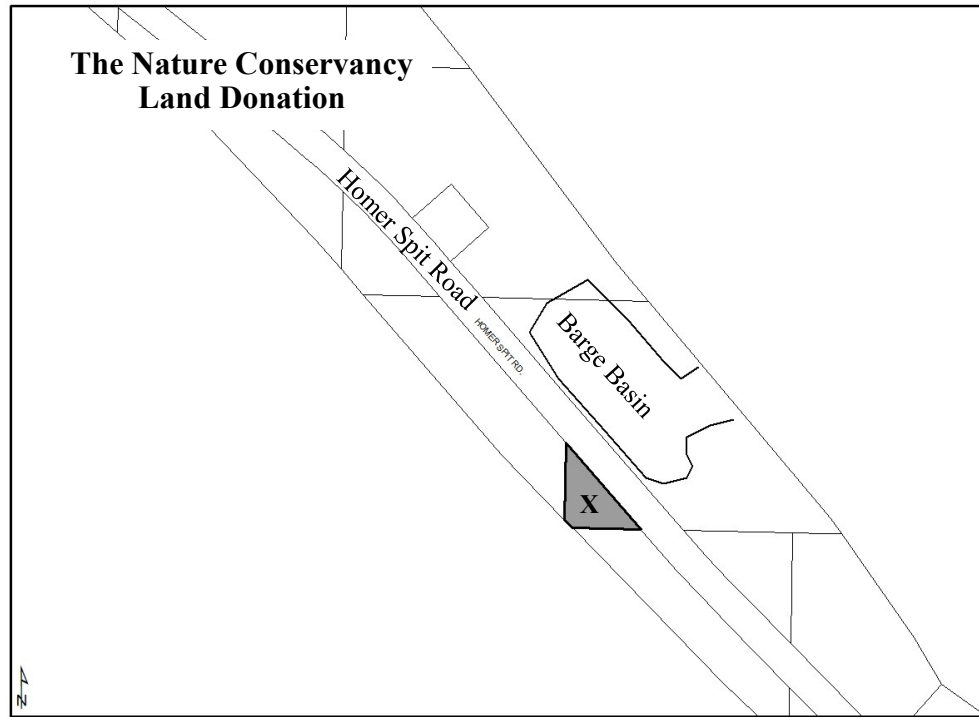
**Designated Use:****Acquisition History:** EVOS purchase and conservation easement.**Area:** Total: 45.47 acres**Parcel Number:** 181-020 - 18, 19

Legal Description: HM2001008 T06S R13W S27 LOUIE'S LAGOON LOT 6-A
 HM2001008 T06S R13W S27 LOUIE'S LAGOON LOT 6-B

Zoning: Conservation**Environment:** State Critical Habitat Area below 17.4 ft. mean high tide line.**Notes:**

- Conservation easement recorded in Book 0275, Page 229, Homer Recording District, 4/21/98. This easement covers former Lot 6. See plat 2001-008.
- Conservation easement with Kachemak Heritage Land Trust on Lot 6B. Executed 10/4/02, document 2004-004843-0 HRD.
- Parcels are within a FEMA-mapped flood hazard area.

Finance Dept. Code:



Designated Use: Conservation

Acquisition History: Land donation from The Nature Conservancy, Resolution 20-006

Area: Total: 2.62 acres

Parcel Number: 18103007

Legal Description: T 6S R 13W SEC 35 SEWARD MERIDIAN HM THAT PORTION OF GOVT LOT 3 LYING SOUTHWEST OF THE HOMER SPIT RD

Zoning: Open Space Recreation

Environment: State Critical Habitat Area below 17.4 ft. mean high tide line.

Notes:

- Property is bound by the original grant agreement terms between the US Fish and Wildlife Service and the Nature Conservancy under Agreement Number 98210-0-G70. The North American Conservation Fund funds used by The Nature Conservancy to purchase the property require the parcel to be held in perpetuity as conservation land.
- Parcel is within a FEMA-mapped flood hazard area.
- Recording information: 2020-003888-0 11/10/2020, 2020-00300889-0






Finance Dept. Code:

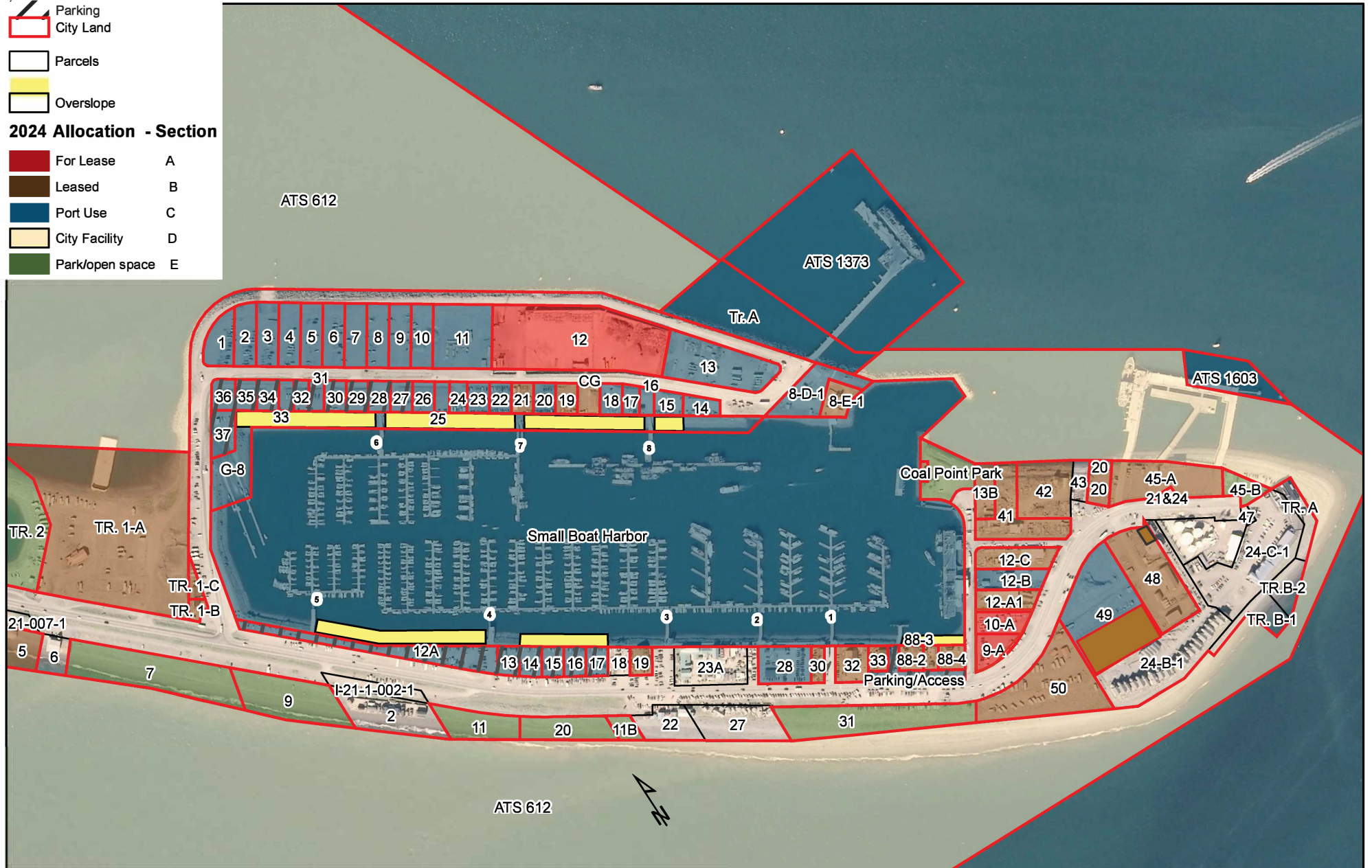
2024 Land Allocation Plan Spit Map - draft

Legend

-  Parking
-  City Land
-  Parcels
-  Overslope
-  Overslope

2024 Allocation - Section

-  For Lease A
-  Leased B
-  Port Use C
-  City Facility D
-  Park/open space E





MEMORANDUM

Title 21 Zoning Code Rewrite

Item Type: Action Memorandum
Prepared For: Port & Harbor Advisory Commission
Date: August 20, 2025
From: Amy Woodruff, Port Administrative Supervisor
Through: Bryan Hawkins, Port Director

On August 27 we will have a work session prior to our regular meeting where we will hear information from the contractors working on the Title 21 Zoning Code Rewrite. This business item is intended to provide commissioners with the opportunity to make any motion regarding the zoning code rewrite during the regular meeting.

Motions could include a motion to Council with feedback on the process, or a motion to the City Manager with a request for staff action.

RECOMMENDATION:
No recommendation.



MEMORANDUM

PHC-25-015

Review and Recommendations on the Draft 2026-2031 Capital Improvement Plan

Item Type: Action Memorandum
Prepared For: City of Homer Port & Harbor Advisory Commission
Date: August 20, 2025
From: Jenny Carroll, Special Projects and Communications Coordinator
Through: Melissa Jacobsen, City Manager

- I. **Issue:** The purpose of this Memorandum is to present the City's draft 2026-31 CIP for review and recommendations by the Port & Harbor Advisory Commission.
- II. **Background:** The CIP is the City's six-year forecast that identifies and describes 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, if eligible, to 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 for priority consideration for Federal appropriations process.
- 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.

New projects being proposed for inclusion in the FY27 CIP are in a separate document, appended to the draft CIP. They require City Council approval before they are added to the CIP.

Creation of the draft CIP is an iterative process; it incorporates input from City staff, Commissions, Boards and the public throughout the summer months before the CIP goes to the City Council for a worksession September 8, 2025. This is PHAC's opportunity to provide input.

III. Action Items:

- **Review the draft 2026-2031 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 with your staff liaison and Port Director .** Any new project to be recommended for the CIP should be developed with assistance from the Public Works Department and/or relevant department.
- **Be prepared to take the following actions at your August 19, 2025 meeting:**
 - 1) Pass a motion naming **three projects** the Board recommends to City Council for inclusion in the Legislative Priority section, and prioritize them #1, #2, and #3.
 - Any **City** project in the CIP is eligible.
 - As a reminder, projects selected by Council as Legislative Priorities receive priority consideration for Federal appropriation requests. The City may submit up to five projects, provided each meets the specific eligibility criteria established by federal appropriations committees. To qualify for Federal appropriations, projects must also demonstrate broad public impact, include at least conceptual designs with an established budget, and show that the City and potentially the State have already invested in or committed matching funds to support the project. Legislative Priority projects are also prioritized for submission to our State legislators to be considered for State capital funding through Designated Legislative Grants. However, due to ongoing State budget constraints, minimal discretionary capital funding is expected in the FY27 State budget.

2) Additionally, the Board may choose to pass motion(s) that:

- Support or oppose projects proposed to be added or removed from the CIP.
 - New proposed projects are included in a separate document included at the end of the draft CIP in your packet.
 - Two projects (Bayview Park Restoration, Phase 2 and Homer Public Library Sliding Security Gate) have been funded and will be removed from the CIP. A third project, the A-Frame Water Transmission Line Replacement, has been awarded funds and will be moved to the funded section should City Council approve the funds.
 - Public Works Director Kort recommended removing the Slope Stability & Erosion Mitigation Program from the CIP for the reasons outlined in a July 21 memo attached. There has public comment from Jan Keiser, former public works director, also attached. After reviewing the Public Works Director memo and taking public comment, the Planning Commission supported removing the Slope Stability and Erosion Mitigation Program from the CIP, but asked for (1) a stand-alone Kachemak Sponge Project to see the current land acquisition project through to completion, which is funded by a NOAA grant and (2) an overall Baycrest Stormwater Management project, likely a State project. The Kachemak Peatland Wetland Preservation project is included in the New Proposed Projects section, and Baycrest Stormwater Management has been included in a proposed revision to the Sterling Highway Milepost 172 project in the State of Alaska subsection of the Mid-Range Projects section of the CIP.
 - If the PHAC would like to support these changes, you could make a motion to support the Planning Commission recommendations on the green infrastructure projects.
 - The Special Projects Coordinator recommends returning the Homer All Ages & Abilities Pedestrian Pathway to the CIP for the reason listed in the CIP.

I will share your recommendations with City Council at their September 8th CIP worksession. The CIP will remain a draft document City Council formally adopts the CIP via Resolution scheduled for their September 22, 2025 regular meeting.



MEMORANDUM

Memorandum proposing Removal of Slope Stability & Erosion Mitigation Program from the City of Homer Capital Improvement Plan 2026 - 2031.

Item Type: Informational Memorandum
Prepared For: Mayor Lord, City Council and City Council Advisory Commissions
Date: July 21, 2025
From: Daniel Kort, Public Works Director
Through: Melissa Jacobsen, City Manager

Summary:

The Public Works Department is proposing the removal of Slope Stability & Erosion Mitigation Program from the City of Homer's Capital Improvement Plan for 2026 through 2031.

Discussion Topics:

The Slope Stability & Erosion Mitigation Program from previous Capital Improvement Plans was a combination of four separate but related projects. The relationship of these projects is they all aim to provide some sort of stormwater treatment at sites around the City. The status of each of these separate projects has changed over the years and each of these efforts were worked on as separate projects. For simplification, a status update and justification for removal for each of these individual projects is provided.

1. Kachemak Peatland (Sponge) Wetland Treatment System – The project was originally proposed to include stormwater treatment using conventional settling ponds, and a few constructed treatment tanks containing a Lemella Plate Clarifier to conduct sediment removal prior to the water entering a natural wetland complex for tertiary treatment. The original cost projection for this project in the NOAA grant application was for between \$2M to \$4M. This cost estimate included land acquisition as well as the design and construction of the wetland treatment system and stormwater conveyance structures.

The Conceptual Design of the wetland treatment system (including stormwater conveyance structures) was estimated to cost approximately \$10M in 2025 dollars, and the cost is expected to increase as the design is completed prior to construction. Costs to secure the property required to build infrastructure had increased beyond preliminary estimates as well. The City Council has chosen to place the stormwater treatment portion of the project "on the shelf" for the time being while continuing the efforts to purchase wetland for conservation using NOAA grant money via Resolution 24-124(S). The land being purchase with NOAA grant money cannot be used for land containing any

stormwater treatment or conveyance infrastructure, therefore without the purchase of land using City funds, there is no practical way to construct the stormwater treatment structures at this time.

2. Baycrest Storm Drain Conveyance and Treatment System – The Conceptual Design of this project uses a combination of private property and Sterling Highway ROW to install the conveyance system; stormwater retention basins; and power generating turbines. This project would be very difficult to secure necessary access to private property and State ROW for the required infrastructure. The proposed concept of generating power from this stormwater is both expensive and unorthodox use of the technology and is likely to foul due to environmental obstructions and litter. The City does not have a Stormwater Utility to pay for the operation and maintenance of this system, nor does the City employ staff with the skills of operating a power generating facility. There has not been a cost estimate to construct this project, however based off of recent projects bid, I estimate the conceptual design created could cost approximately \$5M to \$7M based off the length of pipe and proposed infrastructure in the conceptual design.

Additionally, Public Works had evaluated the proposed power generating turbines proposed for this project, that were also planned for a watermain project. We discovered that the turbines require a minimum base flow to generate power, and do not generate additional power when the turbines are spun faster. Therefore, once the turbines are spinning, they generate no additional power with additional flow. In the case of the water main project, we calculated the projected revenue from the power generated versus the cost to construct and operate and discovered that the unit did not generate any revenue, and unplanned maintenance could have meant it could have cost the City money to generate a minimal amount of power. Understanding that Homer only receives 20 to 24 inches of precipitation annually, we are fairly confident that this proposed application of turbines would result in similar economics, meaning it will not generate any revenue, but rather may cost the City money to own and operate. A theoretical example of this calculation; if the project cost \$5M to construct, and the turbines generated \$50K of power annually, it would take 100-years to break even ignoring inflation and replacement of failed infrastructure over the life of the project. To my knowledge, this project lost traction prior to my arrival of working with the City.

3. Beluga Lake Wetland Treatment System – This project included the purchase of an 8-acre parcel of commercial property at the southern end of Ben Walters Lane. The property planned for purchase is vacant and prime commercial property with approximately 600-ft of frontage on Beluga Lake. The former Public Works Director had the property appraised and was in negotiation with the property owner for the purchase of this land. The property was valued at approximately \$1M, at which point I understand that the former Public Works Director decided the purchase price was too high and the project was abandoned.

4. Beluga Slough Wetland Treatment System – This project included the design and construction of a stormwater treatment system using Lemella plates in a below ground vault to increase sediment removal from stormwater. Quite honestly, there isn't any "Green Infrastructure" or nature based treatment that was proposed with the construction of this concrete vault containing the Lemella plates. Regardless of my thoughts on that matter, the project was awarded an Alaska Department of Environmental Conservation (ADEC) grant through their Alaska Clean Water Actions (ACWA) Grant program.

The former Public Works Director had initiated the design of this treatment system, with an original project cost estimate of \$260,488 for design and construction in legislation and the ACWA Grant application. Project funding was made up of \$153,307 of ACWA Grant funding and \$107,181 of City of Homer funds. The City completed the design, and bid the construction using the combination of grant and city funding. The overall project cost (design and construction) ended up being \$592,572, exceeding the grant portion of the funding by \$439,265 which would have had to be paid by the City. The Public Works Department had requested additional funding of \$360,000 in order to award the construction project. The Ordinance 24-67 for the additional funding failed and the project was shelved for a later date or reconsideration for a more cost effective conventional design if determined necessary.

Additionally, the grant required preliminary stormwater quality data be collected pre and post-construction as a requirement of the grant. This data would be used to evaluate system performance and confirmation that the post-construction water quality improved. The pre-construction samples were very clean and similar to what you would expect post treatment water quality to be. It is likely there would be a negligible difference between pre and post-construction samples after the stormwater treatment system was brought online.

Unused grant funds were later approved for the purchase of a hydroseeder to mitigate particulate entering stormwater after routine ditch clearing maintenance operations. This device will likely have a greater overall impact to improving stormwater quality throughout the City of Homer than the originally proposed treatment system would have for the Beluga Slough.

Recommendations:

The Public Works Department recommends that the Slope Stability and Erosion Mitigation project be removed from the CIP. This isn't to say that the Slope Stability and Erosion Mitigation efforts will be discontinued within the City of Homer, but rather just these four project efforts. If the Council finds it necessary to keep the Kachemak Peatlands project open to facilitate the purchase of lands using

NOAA grants, the Public Works Department takes no objection with the understanding that no HART Roads money is obligated towards stormwater treatment at this time.

MEMORANDUM

To: Homer Planning Commission
From: Janette Keiser, PE
Date: August 4, 2025
Re: Homer Proposed CIP – Slope Stability and Erosion Mitigation Program

Public Works Director Dan Kort is recommending removal of the project entitled “*Slope Stability and Erosion Mitigation Program*” from the City of Homer’s Capital Improvement Plan – 2026- 2031. My first reaction was to bristle at this, but then, I read Director Kort’s analysis. I found that I could not disagree with his reasoning. The purpose of this Memorandum is to provide additional context for the projects listed in the subject program because it could affect future decisions that come before this body.

The Slope Stability and Erosion Mitigation Program included four separate projects that would support storm water management and in the case of two of the projects, slope stability and erosion. Director Kort exercised due diligence in exploring each of the proposed projects and in each case, came to an impasse, which caused him to conclude the projects were unfeasible at this time. I agree with his conclusions.

1. Kachemak Sponge. This project involved conveying storm water from East End Road, Kachemak Drive and some adjacent properties into the wetlands south of the Homer Boatyard. Natural vegetation and bacteria in the wetlands would treat the water, mitigating silt and even hydrocarbons. The water would be absorbed in the natural peat and wetlands, like a sponge, slowly releasing it. This slow release would reduce water pressure and thus, erosion in various areas. Our strategy was to buy land to serve as the sponge and install storm water works to direct as much water into the sponge as possible. The Kachemak Bay National Estuarine Research Reserve (“KBNERR”) successfully sought grant funding to buy some of the land. It is my understanding that these transactions are still on-going, and they should be encouraged.

We always knew the cost of the storm water works would be expensive and funding would be hard to come by. I figured the most promising funding source would be the Alaska State Revolving Loan Fund, which does fund stormwater works. Both the ADEC and NOAA were excited about this project, seeing it as a model for cold weather nature-based storm water management. Sadly, the current design is cost prohibitive at this time and hoping for federal/state funding is a fantasy. But, if all we did was buy the land, it would be helpful for the environment. Director Kort said he would not object to keeping the project on the books, if it would facilitate the land purchase or set the stage for future funding. I recommend we do this by refreshing the project’s narrative and including it in the CIP.

2. **Beluga Lake Property.** Director Kort's correct. I did want to buy the big lot adjacent to Ben Walters Park, to protect the wetlands from development by adding it to the park. At that time, funding was available from various sources for ideas like this. The lakeside portion of this property is one of the last large pieces of undeveloped, privately-owned wetlands in the commercial core, which makes it potentially valuable for stormwater management in the City's big picture. Sadly, the price for the whole lot was prohibitively expensive. However, just before I left the City, I had some conversation with the owner, through local relator, Angie Newby, about him donating the wetland portion of his lot to the City. This was before Director Kort's time, but I recall discussing the idea with Julie Engebretsen. It's a wise investment to maintain wetlands as buffers for flooding triggered by storm water and other drainage. This project does not need to be in the CIP.
3. **Baycrest Project.** This project was inspired by then Mayor Castner to relieve a drainage problem in the Baycrest Subdivision. Storm water from the north side of the Sterling Highway is crossing the highway in a DOT-owned culvert and making its way through the east side of the Baycrest Subdivision, causing erosion and slope stability problems for various property owners. The City Council appropriated funding to explore a storm drain solution and we tried our best to engineer something that would work. We found there was no easy answer; each of the solutions we developed created worse conditions someplace else downstream. The only solution that did not do this was the one that captured storm water before it crossed the Sterling Highway and conveyed it all the way to Bidarki Creek where it could be dropped into a storm water manhole. That is the idea of the Baycrest Project. We thought the hydropower idea would be an added bonus, but we admittedly did not explore it thoroughly.

The whole project was very expensive and involved working in the AK DOT ROW, which would be problematic for a variety of reasons. We did not pursue it beyond the very conceptual phase. The fact is that while City-residents suffer the symptoms, the symptoms are caused by an AK DOT problem. Recognizing this, at its last meeting, the City Council passed a resolution directed at the AK DOT, asking that the AK DOT address this drainage issue as part of the upcoming Sterling Highway project. If the DOT does this, this problem will be alleviated. I have no confidence that they will, but that is a political game. I concur with Director Kort that the City should not expend any more of its resources to address this and it does not need to be in the CIP.

4. **Bunnell Ave/Beluga Slough storm drain.** This project was conceived because one day, I observed muddy water flowing in the ditch off the end of Bunnell Avenue. When I traced it back, I found it came from the Main Street Storm drain system, which the

Public Works crew had been flushing. I did not like the idea of this dirty water carrying silt and who knew what else, into the wetlands. The idea was to install a concrete stormwater intake structure at the end of Bunnell Avenue that would allow silt to settle out. Geoff Coble developed a design, and the City Council authorized us to purchase the component parts. The idea was to install the components using the Public Works crew, which they were more than capable of doing.

The green infrastructure element is the restoration of the wetlands. My dream was that someday, the gravel breakwater would be replaced with an elevated walkway thereby allowing water to flow freely and restore the wetlands. The Forest Service strongly supported this idea. I would like to see the City develop a green infrastructure project that makes sense for this area to restore the wetland and put it in the CIP at a later date.



September XX, 2025

To The Honorable Mayor and Homer City Council:

I am pleased to present the City of Homer 2026 through 2031 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Legislative Priority projects for FY2027. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2026-2031 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

The City updates the CIP annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

Melissa Jacobsen
City Manager



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Funded Projects from the 2025-2030 Capital Improvement Plan

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

- Bayview Park Restoration, Phase 2 will be completed in-house with \$20,000 City of Homer funds.
- Homer Public Library Sliding Security Gate - \$30,000 appropriated in the City's FY2026 Capital Budget.



Introduction to the Capital Improvement Program

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.



Integration of the CIP With Comprehensive Plan Goals

This page will be updated after adoption of the new Comprehensive Plan.

Each project listed in the CIP document has been evaluated for consistency with the City's goals as outlined in the Comprehensive Plan. The following goals were taken into account in project evaluation:

Land Use: Guide the amount and location of Homer's growth to increase the supply and diversity of housing, protect important environmental resources and community character, reduce sprawl by encouraging infill, make efficient use of infrastructure, support a healthy local economy, and help reduce global impacts including limiting greenhouse gas emissions.

Transportation: Address future transportation needs while considering land use, economics and aesthetics, and increasing community connectivity for vehicles, pedestrians and cyclists.

Public Service & Facilities: Provide public services and facilities that meet current needs while planning for the future. Develop strategies to work with community partners that provide beneficial community services outside of the scope of City government.

Parks, Recreation & Culture: Encourage a wide range of health-promoting recreation services and facilities, provide ready access to open space, parks, and recreation, and take pride in supporting the arts.

Economic Vitality: Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Support development of a variety of well-defined commercial/business districts for a range of commercial purposes. Preserve quality of life while supporting the creation of more year-round living wage jobs.

Energy: Promote energy conservation, wise use of environmental resources, and development of renewable energy through the actions of local government as well as the private sector.

Homer Spit: Manage the land and other resources of the Spit to accommodate its natural processes, while allowing fishing, tourism, other marine-related development, and open space/recreational uses.

Town Center: Create a community focal point to provide for business development, instill a greater sense of pride in the downtown area, enhance mobility for all forms of transportation, and contribute to a higher quality of life.



City of Homer Capital Improvement Plan • 2026 – 2031

List will be updated according to City Council final selections and

Legislative Request FY2027

after their adoption of the CIP in September 2025.

City of Homer FY2027 State & Federal Legislative Priorities approved by Homer City Council Resolution 25-XXX

1. Homer Harbor Expansion
2. Multi-Use Community Center
3. Homer Harbor Critical Float System Replacement:
Float Systems 4 & 1
4. Slope Stability & Erosion Mitigation Program
5. City Hall ADA Accessibility Project
6. Karen Hornaday Park Improvements
7. Homer Spit Coastal Erosion Mitigation
8. A-Frame Water Transmission Line Replacement
9. New Public Works Building

FY 2027 - 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 will also help meet long-term Federal goals, including the US Coast Guard's mooring needs for Search & Rescue and Arctic Security missions, tranquil moorage for the USCG Aspen, turn-around moorage for the new fast response cutters and other assets deployed for Arctic security. It also supports national objectives of seafood competitiveness, energy independence, and given its proximity to Nikiski, the Alaska LNG project.

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, a draft feasibility report for public comment in September 2025 and conclude with a Chief's Report and recommendation early in 2027. If recommended, Phase 2, Project Engineering and Design (PED), would commence in FY28. Costs for the PED phase are shared 90% Federal, 10% Local Sponsors. Securing state and local match funding is critical for leveraging Federal funds.

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

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

FY26 State Request for Phase 2: \$ 300,000

FY26 Federal Request for Phase 2: \$5,400,000

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 to relieve large vessel congestion in the small boat harbor, shown below.





2. Multi-Use Community Recreation Center

FY 2027 - 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 could exceed 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 recreation center on the HERC campus.

A 2023 hazmat report of 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 2024, the City Council appropriated a total of \$1,300,000 towards the project. **In 2025, a working group, including two Council Champions, reviewed and identified potential locations for a community center, preferably centrally located, but no location has been finalized.** While no facility design or footprint has been developed to date, these are significant steps to move the initiative forward. Subsequent steps will include finalizing scope and design, cost estimates and completing a feasibility study for ongoing operations and maintenance.

Estimated 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 \$14,350,000

City of Homer Match: \$ 1,300,000

Funding Secured	FY24/25
City of Homer funds	\$ 400,000
Gas Line Fund	\$ 900,000



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



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

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.

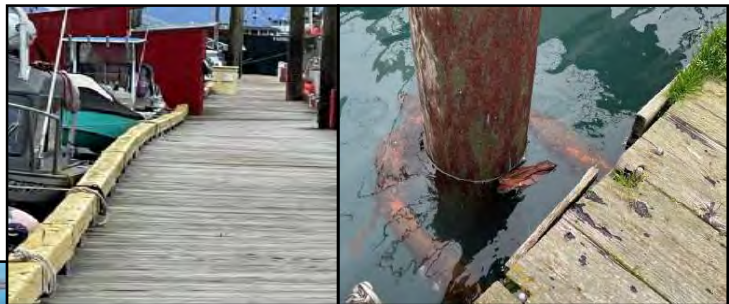
Demand for moorage and regional freight movement has increased such that the harbor already cannot meet system demands. The loss of floats in Systems 1 and 4 will have a ripple effect, slow the entire harbor operations, and contribute to delayed shipments. Closing even one finger on a float, either for 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 of the harbor's stall capacity. Decommissioning an entire system would increase harbor congestion and operational delays related to rafting and tidal draft constraints, cost the harbor and vessel operators time and fuel. A sudden float system failure that causes vessel damage is a life/safety concern and would likely cost a fisherman an entire season, disrupt freight delivery schedules, and 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 float replacement needs including upgrades to shore power, fire suppression and potable water systems. Alaska Harbors Consulting provided 30% design drawings and a cost estimate in 2024. Phase 1 is design, engineering and permitting to bring the project to construction ready status. **Phase 2 is System 4 construction and Phase 3 is System 1 construction.**

Partial Phase 1 funding has been secured through a 2024 Denali Commission grant. **A \$250,000 FY26 Community Project Funding request by Congressman Begich to the Transportation, Housing and Urban Development Appropriations Subcommittee for the design phase was included in the House Appropriations Bill.** The City is seeking a FY25 Port Infrastructure Development Program grant **for System 4 construction subsidy funds** and proposes to utilize a revenue bond and/or TIFIA loan funds to meet match .

Total Project Cost:	\$60,240,898
Phase 1: Design & Permitting	\$ 2,205,000
FY24 Denali Commission grant:	\$ 1,100,000 (confirmed)
FY26 Federal Request:	\$ 250,000 (pending)

Phase 2 System 4 Construction: \$16,501,706



The warped Headwalk Float AAA (above) shows a failure in the structural members below the deck and lack of flotation. Low freeboard results in accelerated corrosion of the submerged pile collar 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.



4. 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

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

The Public Works Director recommends removal of the Slope Stability & Erosion Mitigation Program from the CIP. The project covers a wide array of separate project efforts and each project status has changed. A memo from Public Works Director Kort provides a status update and reasons for recommending this project be removed from the CIP. Public comment and recommendation from Planning Commission is also included for backup.



5. City Hall ADA Accessibility Project

Project Description & Benefit: The Americans with Disabilities Act (ADA) Title II mandates that all State and local governments provide accessible and usable facilities for people with disabilities, embodying the fundamental principles of equal opportunity, integration, and inclusion. However, Homer City Hall—a cornerstone of civic engagement and an Early Voting Site for early and absentee-in-person voting for municipal, borough and State elections—currently falls short of these standards.

This project addresses critical equity and justice concerns by ensuring equal access to civic participation for all citizens, regardless of their physical abilities. By regrading the parking lot cross slope and addressing access barriers at both entrances, this project tackles Priority Level 1 issues identified in the City's Facilities Transition Plan and reflects the City's commitment to accessibility.

The urgency of this project is further underscored by a 2024 US Department of Justice letter to the State of Alaska citing ADA compliance violations in various State of Alaska voting locations. The letter specifically noted problems with the steep grade of Homer City Hall's handicap parking spaces and the absence of an accessible path from public sidewalks to the polling entry doors. By addressing these concerns, this project helps the City and State comply with legal requirements and affirms our shared dedication to equitable voting access.

City Hall back entrance improvements to be completed include:

- regrade parking lot to correct accessible parking spaces and exterior ramp cross slopes that exceed 1:48 ratio;
- design and construct accessible pathway from public sidewalk on Pioneer Avenue to back entrance door;
- install ADA push button, automatic swing door. that complies with ADA opening force ranges. An automatic, push button door is a universal solution for people of all ages and abilities.

Front entrance improvements to be completed include:

- reconfigure ramp cross slope to meet standard;
- replace grate to meet opening requirement;
- reconfigure curb ramp to provide a level, 36" long landing
- alter/replace handrails to meet ramp width requirements.

Plans & Progress: In 2022, the City completed the design for a new City Hall front entrance ramp to bring it into ADA compliance. An FY25 Capital Budget adjustment allocated funds to help address ramp reconfiguration. Public Works has developed a conceptual design and cost estimate of back entrance improvements.

The project will proceed in phases, beginning with the first two.

Phase I: Design & Construct Back Ramp/Door	\$ 100,000
Phase II: Parking lot regrade	\$ 400,000
Phase III: Construct front entrance ramp	\$ 200,000
Phase IV: Design & Construct Pathway	\$ 600,000

Total Project Cost: \$1,300,000

Schedule: Phase I and II: 2026-2027

Phase I & II Project Cost: \$500,000

Ramp and entrance design: \$ 47,400 (COH funds)

Construction: \$ 120,600 (COH funds)

FY26 State Capital Request: \$ 332,000 (Construction)



The cross slope of the accessible parking spaces at the lower entrance to City Hall exceeds the maximum allowed.

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



6. Karen Hornaday Park Improvements

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 near final draft stage after park evaluation, community input and first draft review. 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.

An ADA accessible public restroom facility remains a high priority. 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 City acquired an ADA mobile restroom trailer to address immediate accessibility need, but the need for a sustainable long-term solution remains.**

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 restroom construction.

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

Master Plan Update: \$ 50,000 (Completed)

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

Restroom Construction: \$ 500,000

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



Permanent public restroom facilities and safe, accessible pedestrian access for the many park users are 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



7. Homer Spit Coastal Erosion Mitigation

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. **A November 17, 2024 storm surge event eroded a significant amount of public and private property, damaged businesses, undercut the revetment wall and collapsed one lane of Alaska Highway 1, prompting a local disaster declaration, a State of Alaska Declaration of Disaster Emergency and over \$3M State investment in temporary repairs and protection measures.**

Erosional damage on the Spit is threatening 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, the marine trades, supply shipping and tourism. 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. 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. The study strongly encouraged coupling any mitigation measures with a beach renourishment program and sediment management plan for long term viability of the Spit. HDR provided an updated preliminary technical memo in 2025 outlining concepts for various erosion mitigation alternatives to protect the Sterling Highway ROW for a longer-term design duration.

The project would be best served by engaging the USACE, either through re-authorization of work under the Homer Spit Revetment General Investigation (GI), or approval for an independent investigation under Section 203 of the Water & Resources Development Act. **The State of Alaska Department of Transportation programmed \$1.5M for erosion mitigation planning and design in the 2024-27 Statewide Transportation Improvement Program. The City is working with ADOT&PF to utilize these funds, potentially to provide information for use in a GI.** Another objective is to seek USACE authorization to implement the Dredged Material Management Plan.

USACE General Investigation: \$3,000,000

FY252-6 State Planning Funds: \$1,500,000 (confirmed)

FY27 Federal Request \$ 500,000

City of Homer Match \$ 300,000

8

Contact Mayor Rachel Lord or Melissa Ja



Example of recent active erosion on the Homer Spit.



8. A-Frame Water Transmission Line Replacement

Project Description and Benefit: This project rectifies 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 failure or seismic activity. To avoid waterline failure, the project completes design, and replaces the existing 8-inch line with 10-inch high density polyethylene transmission water main. Design engineering includes anchors to anchor the line to subsurface material to prevent movement in the event of slope subsidence.

This supply line is the only line transmitting water to the west side of Homer. It serves hundreds of customers, South Peninsula Hospital, several health clinics Homer's medical district, the senior center, its assisted living and independent senior housing, and two schools. Loss of this line, our sole drinking water link, would have a devastating impact to public health and safety, and fire protection capability. Even short-term water supply disruption (due to severe, 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 pipe with HPDE pipe 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 supply line 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 or 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 water system for delivery of residential and commercial potable water and fire protection services. Demand for water distribution approximately doubles during the summer months (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: Replacing this water line has been on the Utility Department's Capital Improvement Program for several years. A conceptual cost estimate has been completed and will proceed in two phases, design and construction. The project is on the Alaska Department of Environmental Conservation's Intended Use Plan for a State Revolving Loan with 100% principal forgiveness. A \$973,686 FY26 Community Project Funding request by Congressman Begich to the House Interior and Environment appropriations subcommittee was included in the House Appropriations Bill. The project has also been added to Alaska's Clean Drinking Water Revolving Loan Fund for \$1,331,882 with 100% principle forgiveness

Total Project Cost: \$1,298,491

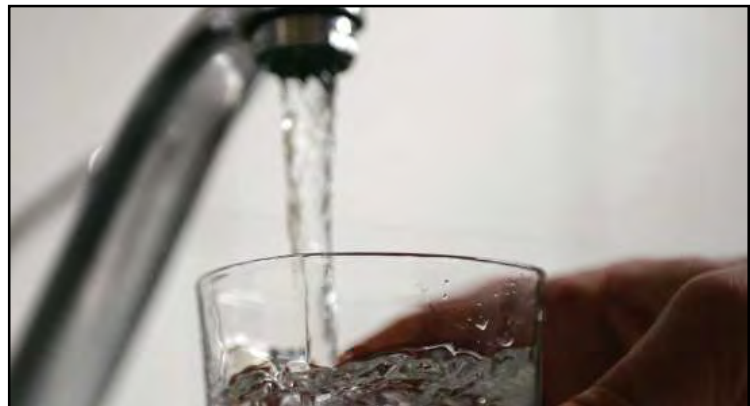
Design: \$ 250,000

Construction: \$1,048,491

FY26: Federal Appropriation Pending: \$973,868

City of Homer Match: \$324,623

This project will likely move to the funded section, pending City Council approval of an award of State Revolving Loan Funds from the Department of Environmental Conservation for final design and construction with 100%



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.



9. New Public Works Facility Campus

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.

Phase 2 Total Project Cost: \$978,500

Schedule: 2027

2023: Property Acquisition \$ 600,000 (completed)

2027 Conceptual Design \$ 150,000

2028: Facility Design \$ 828,500

FY27 State Request: \$ 828,500

City of Homer 15% match: \$ 150,000



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.

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



Mid-Range Projects

Part 2: Mid-Range Projects

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ADA Transition Projects

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Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform

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: \$ 1,019,813

Concept Design \$ 18,813 (Completed 2022)

Final Design \$ 91,000

Construction \$ 910,000

Schedule: Final Design 2027

Construction 2029

Priority Level: 2



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

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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;
- 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.

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.



Parks, Art, Recreation & Culture

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This project is complete and will be removed from the CIP.

Bayview Park Restoration, Phase 2

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 largely 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 was completed in fall 2025 and included:

- finalizing the park's site plan and specifications after gathering community input;
- paving Bayview Park parking area and providing ADA parking and accessible park pathways;
- installing inclusive playground equipment, natural playground features and 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 and an accessible picnic table was donated by Sprout Family Services.

Total Project Cost: \$190,000

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

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

Schedule: 2026

Priority Level: 1



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.

The final phase of this project (fencing) will be completed in-house with an FY26 capital budget allocation.

Funding Secured	Prior to July '23	FY24	FY26
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	
Fence Replacement			\$20,000



Jack Gist Park Improvements

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 parking lot for the park was improved and expanded in the summer of 2024, allowing for substantially more parking, delineated parking spots and improved drainage. Utilities were brought into the park to serve a temporary trailer-style ADA bathroom with the intention of replacing this bathroom with a future brick and mortar bathroom in the future.

Plans & Progress: Phase 1 has been completed via capital funds approved in the City's FY23 and FY24-25 budget. Drainage work, expanded parking (for 70 vehicles), and electrical service extension to the mobile restroom site and adjacent light pole were completed in 2024 and 2025. Water and sewer have been installed to the site of a temporary trailer restroom and a future public restroom. Constructing a permanent public restroom facility is Phase 2 of the plan. Hose bibs are planned to be located adjacent to the new bathroom will provide irrigation for the fields via surface hoses during dry spells and to assist in turf maintenance activities.

Project Cost: \$840,000

Phase 1: \$240,000 (completed)

Phase 2: Restroom cost estimate: \$600,000

Schedule: 2023-2028

Priority Level: 1



One of the softball fields at Jack Gist Park.

Funding Secured	Prior to July '23	FY24/25
Utility 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

FY 2027 - DRAFT Document



Reber Trail Extension to Soundview Avenue

Project Description and Benefit: The Reber Trail, completed in 2009, is a .38 mile trail connecting the west end of Fairview Avenue to Reber Road off West Hill through a series of switchbacks. This project extends the trail by 750-800 feet by creating a route from the base of Reber Trail on Fairview, along a ridge and down to Soundview Avenue.

Securing the legal easements necessary preserves access to non-motorized travel opportunities. Completion of this project will improve non-motorized transportation options for residents on the west side of Homer. The extension provides more direct trail connectivity to walkers and hikers from the Soundview, Shelley Avenue and West Homer Elementary area, avoiding a detour to either West Hill Road or Mullikin Street. It also allows residents in the vicinity of Reber Road on West Hill (Alpine Way, Wythe Way, Miller, Highland Drive, Bell Avenue and above) to more easily access Soundview Avenue and West Homer Elementary School via a beautiful nature trail, rather using the much more circuitous and hazardous route down West Hill Road.

Plans & Progress: The trail is envisioned to be designed as a Level 1 (Backcountry) to Level 3 (Semi-improved) trail, as described in the City's Trail Manual Design Criteria - an informal trail with natural surfaces. Development would progress in two phases. Phase one requires easement acquisition, survey and trail design. Phase 2 is construction.

Total Project Cost: \$310,000

Phase 1: Easement acquisition, survey and design: \$60,000

Phase 2: Construction: \$250,000

Schedule: 2026 - 2028

Priority Level:



Map of potential corridor for trail extension. Please note: map is only for illustrative purposes as no design work has been done.



Port and Harbor

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Large Vessel Haul Out Repair Facility

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.

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.

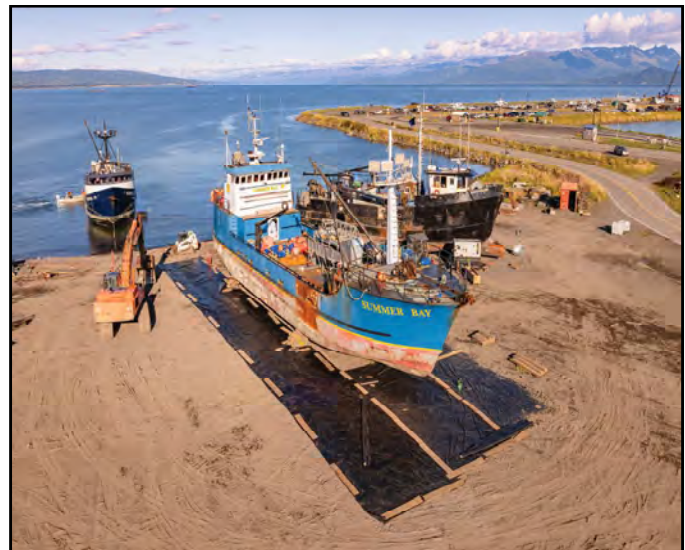
Total Project Cost: \$5,297,626

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



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



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: \$412,000

Schedule: 2028

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 2027 - 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: A multi-beam survey of the harbor basin was completed by a certified Marine surveyor to ascertain the quantities of dredged material that would need to be removed to get the basin back to the original depths.

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

Total Project Cost: \$980,000 (estimate only)

Phase 1: \$25,000 (Complete)

Phase 2: Dredging: \$955,000

Schedule: 2023-24

Priority Level: 1



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

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



Homer Harbor Security Cameras: Ramp 1-5 Access Points

FY 2027 - 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. The final phase is to intall the camera equipment to the poles.

Total Project Cost: \$364,000

System Design: \$5,728 (completed)

Poles and electrical service: \$25,000 (completed)

Equipment Purchase and Installation: \$353,272

Schedule: 2025-2026

Priority Level: 1

Schedule: 2025-2027

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



Homer Spit ~~Mariner~~ Park Campground Renovations

Project Description and Benefit: The Mariner Park ~~and Fishing Hole~~ campground is situated at the base of the Homer Spit. Its waterfront location and close proximity to recreational activities and visitor support services make the campground very popular with both Alaskans and out-of-state visitors. It is heavily used in the summer and shoulder seasons.

The campground is pot holed and poor drainage pools rainwater. Sites are poorly marked and without tent pads. Several lack picnic tables and fire rings.

The concept of this renovation project is to greatly improve the camping experience, make it easier to maintain the campgrounds to a higher standard of cleanliness and safety and keep them attractive and competitive. Renovations possibilities 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.

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 in the conceptual design phase and is presently being developed by Port and Harbor staff in collaboration with the Park, Art, Recreation and Culture Advisory Commission.

Total Project Cost: \$50,000

Schedule: 2027-2028

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.



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.

Schedule:

2019-2020: Phase 1 study completed

2021: Design and engineering for upgrades

2026: Phase 2

Priority: 3



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

FY 2027 - 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: 2098

Priority Level: 3



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



Steel Grid Repair/Replacement

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 50 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 an engineer’s condition evaluation in Phase 1.

The goals of this evaluation include:

- Determining whether the existing structure is usable in any capacity
- Assessing if the grid is completely unsafe for continued use
- Estimating the cost of replacement
- Exploring creative or alternative options for restoring the facility to meet safe working load requirements, particularly for larger vessels needing inspection and minor hull maintenance.

Plans & Progress: This project consists of three phases. The first phase is an engineer’s inspection and condition report **which was funded by the City in 2025**. Phase 2 consists of engineering, design and permitting work to be followed by construction.

Total Project Cost:

Phase 1: Engineer’s Condition Evaluation: \$30,000 **(funded)**

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



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

FY 2027 - 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.

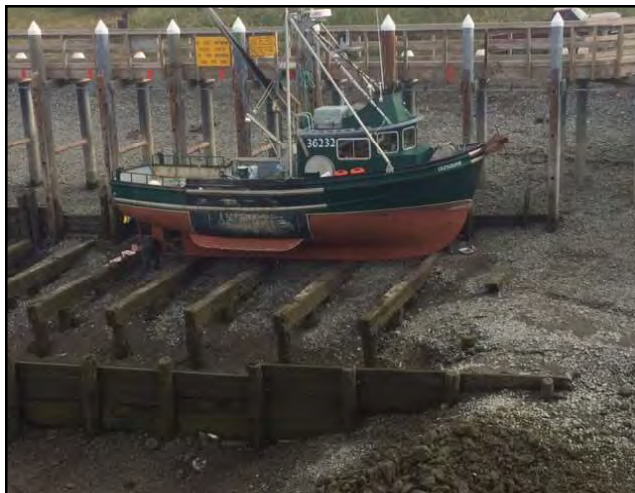
Total Project Cost:

Phase 1: Engineering and design: \$30,000

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.



Public Safety

- **Fire Hall Expansion, Phase 130**
- **Fire Department Fleet Management31**

FY 2027 - DRAFT Document



Fire Hall Expansion, Phase 1

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 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: \$22,000,000

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

Construction: \$20,500,000



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

FY 2027 - DRAFT Document

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, Homer Volunteer Fire Department (HVFD) **lacks two pieces of equipment critical to safe and effective wildland urban interface fire response in the wildland urban interface. The two priority pieces of equipment are a Type-3 WUI pumper and a Type-6 Brush / Attack unit. 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.**

HVFD presently utilizes a Type-1 structural-only Engine-4 to respond to WUI calls. It is a 42-year old, open cab pumper truck housed on the bluff in HVFD's remote response station. It is not designed for wildland applications and has severe limitations in our WUI coverage area, but we have no other choice. It is too large and heavy to safely negotiate the steep slopes and narrow unimproved roads in the Homer's WUI and mutual aid WUI response areas on the lower Kenai Peninsula. In many cases it cannot get close enough to a residence to initiate fire attack. Its age presents significant safety concerns for responders, including that it is capable of seating only two firefighters in the cab, as we cannot allow firefighters to sit in the open jump seat riding positions.

This purpose of the request is to address an urgent need to acquire frontline WUI firefighting apparatus to reduce safety risks to responding personnel and volunteers, improve operational outcomes for our community members, and to better protect against property and critical infrastructure losses. This capability gap was identified in an internal risk assessment and is cited in Homer's All Hazards Mitigation Plan and the Kenai Peninsula Borough Community Wildfire Prevention Plan of 2022

It also reflects the Department's comprehensive approach to wildfire protection, as the Type-3 unit provides robust pumping capacity and crew transport for wildland and structural protection, while the more agile Type-6 unit enables rapid initial attack on remote WUI fires, with both apparatus complementing each other in mutual aid responses and allowing our department to deploy the right resources based on incident complexity, terrain challenges, and staffing availability. These complementary apparatus enable a tiered response system where the Type-6 serves as a rapid scout and initial attack vehicle, while the Type-3 follows with additional water, equipment, and personnel when for escalating incidents or direct structure protection. The combination also allows us to effectively cover multiple incidents simultaneously during high-activity periods.

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: \$1,221,412

Type-3 WUI Pumper Unit: \$ 756,593

Quick Attack/Brush Truck: \$ 584,347

FY27 Federal Request: \$1,163,250

City of Homer Match: \$ 58,162

Priority Level: 1



HVFD's Brush-1 was a NPFA non-compliant, converted 1990 Ford truck which was decommissioned after it aged out of its functional life span by 17 years.



Public Works Projects

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Baycrest Overlook Public Restroom Rebuild

Project Description and Benefit: Baycrest Overlook is a State-owned scenic rest stop on the south side of the Sterling Highway at the crest of a hill offering vistas of Homer, the Homer Spit, Kachemak Bay and lower Cook Inlet. In addition to views, the pull out features parking, trash receptacles, visitor information and restrooms. It is a popular stop for many visitors to Homer.

The facility was built by the State of Alaska in 1997. It is owned by the State of Alaska, and managed by the City of Homer as a park through mutual agreement. Prior to construction, the City of Homer requested that the State include a public restroom. As part of a formal agreement between the state of Alaska and the City of Homer to secure a restroom facility on site, the State agreed to build the restroom and the City is responsible for its maintenance, cleaning, repairs, and replacement when the time comes.

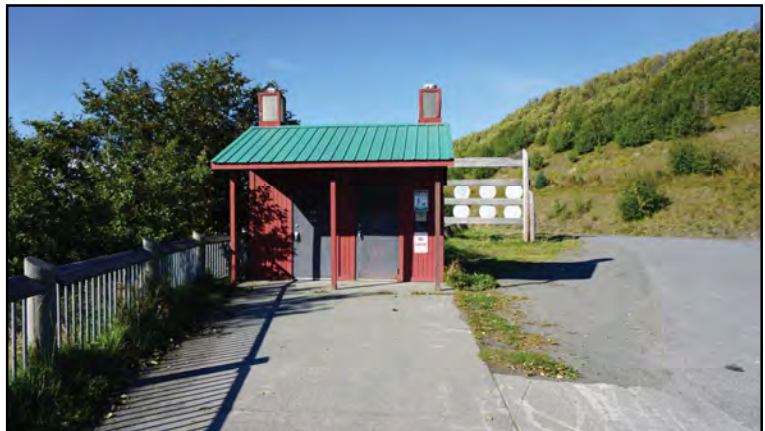
At nearly thirty years old, the facility has exceeded its useful life. The building portion of the restroom is failing and needs to be replaced.

Plans & Progress: This project will demolish the above ground portion of the building, leaving the below ground concrete pit portion of the pit toilet in place and build a new restroom building over the existing pit toilet.

Total Project Cost: \$300,000

Schedule: 2027

Priority Level: 3



The public restroom building at the Sterling Highway Baycrest Overlook is structurally compromised and needs to be replaced.



FY 2027 - DRAFT Document



Comprehensive Drainage Management Plan

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 man-made 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;
- Where practical, it will 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 input 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: Public works staff are defining drainage basins and completing steps as they are able, but the plan would be for consultants to assist with developing the City-wide plan.

Total Project Cost: \$300,000



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 2025, the building has not yet exceeded capacity, but the area population is growing, as is public use of the library.

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.
- 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.

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:

Engineering Study: \$75,000
Construction: TBD

Schedule: 2027

Priority Level: 3



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.

FY 2027 - DRAFT Document



City of Homer Capital Improvement Plan • 2026-2031
This project is being returned to the CIP. It is likely this project will not be fully constructed with the FY22-25 TAP award due to cost escalation between estimating and project award by Alaska DOT
Homer All Ages & Abilities Pathway
 escalation between estimating and project award by Alaska DOT

Project Description and Benefit: This project completes critical sidewalk gaps in Homer's pedestrian network, connecting neighborhoods, Coast Guard housing, and the Senior Center to essential services, businesses, and schools. The project provides safe, year-round access to major destinations including the Public Library, markets, pharmacy, Post Office, banks, recreation areas, hospital, and the medical district. Wayfinding signs and online tools will help residents and visitors navigate the routes, increasing tourism access and economic benefits to the Central Business District.

The Homer All Ages and Abilities Pathway, or HAAP, shown below, consists of two interconnected loops. The north loop connects the Senior Center on Svedlund Street south to Pioneer Avenue, then west to Main Street via Herndon and Lee Streets. The south loop intersects at Svedlund and Pioneer Avenue, continues on City-maintained Poopdeck Trail to Hazel Avenue, then south to the Sterling Highway and connects to existing trail from the Visitor Center through Old Town, returning north on Main Street to Lee Street.

Much of the route is already constructed. This project will complete and connect the two loops by constructing sidewalk on Svedlund Street from Pioneer Avenue to the Senior Center, from Herndon Street to Lee Drive to Main Street, and on the State-owned portion of Main Street from Sterling Highway to Ohlson Lane. Enhanced crosswalks with safety features like Rectangular Rapid Flashing Beacons and high-visibility markings are planned for Pioneer Avenue and Sterling Highway crossings. Right of way is secured on the City-owned sections of the sidewalk to be constructed and an environmental checklist shows no concerns.

Plans & Progress: The City's investment of \$1.4M in 2024-2025 to construct Main Street sidewalk from Pioneer Avenue to Fairview completed one major missing portion of the HAAP. Private sector support has included sidewalk construction by the Aspen Hotel in 2019, connecting the Sterling Highway to the Island and Ocean Visitor Center's public trails.

The City completed design for the Svedlund/Herndon sidewalk segments and applied for and was awarded \$3.48M from the Alaska Department of Transportation's (ADOT) FY22-25 Transportation Alternatives Program to complete design and construction. **The City is negotiating a Memorandum of Agreement with the State to commit matching funds. Because project costs have escalated since the original cost estimate, a reduced project scope is likely with priority given to Main Street South and Svedlund Street. The project will proceed in phases according to the availability of future TAP funds and/or City or Homer funds.**

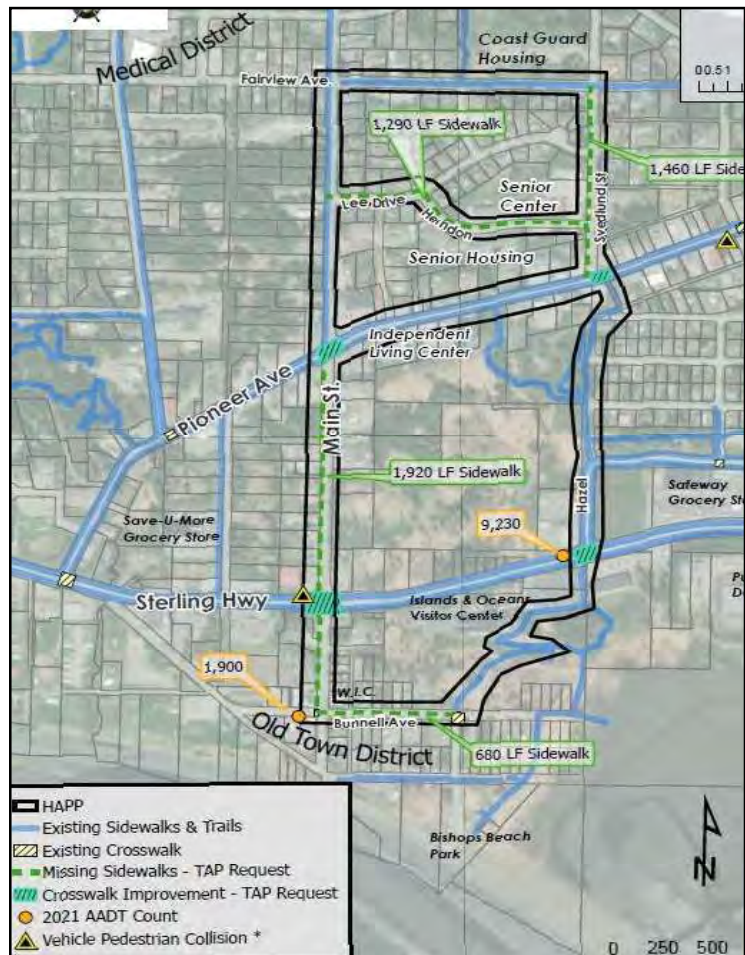
Total Project Cost:	\$ TBD
Predevelopment:	\$ 775,000
Construction:	\$ 3,100,000
FY22-25 TAP award	\$ 3,486,787
City match:	\$ 388,713

Schedule: 2025-2028

Priority Level: 1

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Contact Mayor Rachel Lord or Melissa Jada



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



Heath Street Rehabilitation

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. A flashing beacon, signaled crosswalk is proposed at Hazel Street.

Plans & Progress: The City has completed a storm drain condition survey and final design.

Estimated Project Cost: \$1,235,000

Schedule: 2027

Priority Level: 2

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



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

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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. The project will help 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 2000 to allow public use of the gym, offices, classrooms and associated restrooms. 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; the smaller structure the City views as unusable due to potential structural instability. It is only a matter of a years before the larger building can no longer be utilized for recreational programs and for City staff offices, equipment storage and maintenance shop space.

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.

Schedule: 2025-2027

Priority Level: 1



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	



Homer Airport Terminal Improvements

FY 2027 - 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 exterior is showing its age – peeling paint has allowed the weather to penetrate the building’s protective siding. Recent efforts to work with a painting contractor has revealed that the siding is no longer paintable or maintainable.

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 also 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; implementing wayfinding designed for the Airport Terminal helps people get where they want to go and improves 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 allocated funds to complete two high priority projects for customer safety and accessibility: constructing an ADA family restroom in the terminal and replacing the sidewalk in front of the terminal. These projects were completed in 2024.

Total Project Cost: \$1,632,156

Interior Renovations \$378,000

New ADA family restroom (\$ 54,400 completed)

Current restroom ADA renovation

Fire/Life Safety Systems \$189,156

Replace HVAC and fire alarm systems

Replace automatic entry doors for security/energy efficiency

Exterior Renovations \$1,000,000

Replace front entry sidewalk (\$249,961 complete)

Provide ADA-compliant parking and access

Replace exterior siding

Install wayfinding signage/kiosk

Resilience Measures: \$95,000

Portable backup generator for emergency power

Schedule: 2028

Priority Level: 2



Homer Airport Terminal Cargo entrance

Funding Secured	Prior to July '23	FY24/25
ADA Restroom		-
COH Design Gen CARMA	\$ 4,400	
COH Construct Gen CARMA	-	\$ 50,000
Replace front entry sidewalk	-	
COH Capital Budget		\$ 151,246
FY22 Community Assistance		\$ 98,715



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).

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Homer Waste Water Treatment Plant Improvements

Project Description and Benefit: The two clarifier tanks at the Waste Water Treatment Plant (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 WWTP 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 WWTP generator transfer switch was replaced in 2024 for \$38,000.

Total Project Cost:	\$1,903,000
Clarifier Coating Replacement	\$1,200,000
Digester Coating Replacement	\$ 600,000
Electrical Component Replacements	\$ 103,000

Schedule: 2027-28

Priority Level: 2



Digester tanks (above) and Clarifier tank (below) at Homer's Waste Water Treatment Plant.





Parking Lot Drainage Solutions for Homer Public Library

Project Description and Benefit: The public parking lot for the Homer Public Library slopes down to the south, which channels rain and meltwater towards the accessible parking spaces near the building entrance. In accordance with ADA regulations regarding wheelchair access, the parking spaces themselves have a 1% westward gradient, which is sufficient to drain water in the summertime. During winter and spring, the gutters fill with ice and grit and trap pools of standing water, which then freeze overnight and create a slip hazard.

The ice has been a recurring issue since the building opened in 2006. Staff have considered relocating the accessible spaces, but that would put them farther from the building entrance and would still leave the hazard for other patrons.

Plans & Progress: Public Works personnel addressed the issue in July 2023 by creating a drainage channel through the parking lot curb and clearing out obstructions from the drainage ditches. Also, snow removal operations were modified so that plowed berms allowed a gap for drainage. Parks and library staff monitored the drainage through the spring of 2024 and determined that the situation had improved, but the problem remained.

Possible solutions include installing a stormwater catch basin and stormwater piping to convey water to the stormwater collection piping on the property or the piping along Hazel Avenue. Another possible solution is to regrade part of the parking lot to redirect stormwater away from the ADA parking spots and into the below ground stormwater catch basin under the parking lot.

Total Project Cost: \$330,000

Design/Engineering: \$ 30,000

Construction \$300,000

Schedule: 2026

Priority Level: 1



Poor drainage across Homer Public Library's sloped parking lot, especially during winter and spring freeze thaw cycles, creates hazardous walking conditions.



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 and fire flow.

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 was completed in 2022 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

2026-2027 Phase 2 Construction (Funded, Completed): \$1,600,000

2028 Phase 3 Construction: \$5,974,000

Priority Level: 2

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Water Treatment Plant Drying Beds

Project Description and Benefit: This project replaces the one-time-use Drying Beds associated with the Drinking Water Treatment Plant. The residue (fine silts, clays, and other particulate) filtered out of the water entering the Water Treatment plant is discharged into drying beds to dewater the sludge to an acceptable level for disposal at the Borough landfill where material must pass the paint filter test, implying the sludge must be dewatered and not contain any free water

The existing Drying Beds were constructed with a polyethylene liner system for a one-time use . They are nearing their life expectancy, therefore prompting the need for this proposed facility improvement.

Plans & Progress: This project will replace the Drying Beds with a concrete pad Drying Bed Surface that will be reusable, thereby providing the City long-term use and financial benefit.

Total Project Cost: \$1,400,000

Design: \$ 150,000
Construction: \$ 1,250,000

Schedule: 2027

Priority Level: 2



Particulate from the raw water filtration process settles in ponds at the Water Treatment Plant (above) before being removed to dry in beds (below) in preparation for transport to the landfill.





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.

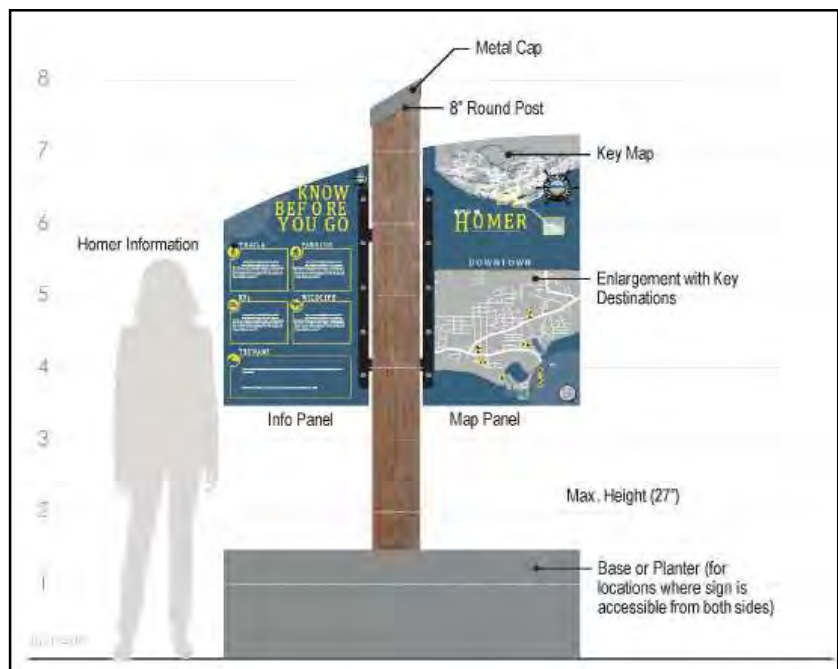
Total Project Cost: \$277,500

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

Funding Secured	Prior to July '23	FY24/25
Pioneer Avenue banners	\$ 6,500	-
Wayfinding trail marker signs		
COH HART Fund	-	\$ 50,000

Schedule: Phase 1 2023-2026

Priority Level: 1



Schematic design of wayfinding sign.

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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:

- **East Hill Road Bike Lane46**
- **Kachemak Drive Rehabilitation/Pathway.....47**
- **Main Street Rehabilitation.....48**
- **Sterling Highway Milepost 172:
Drainage Improvements49**
- **Traffic Control at the Corner of Sterling Highway
and Soundview Avenue50**
- **West Hill Road Bike Lane51**



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.

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 project is conceived as one lane for non-motorized traffic on one side of East Hill Road, with separation from the road for safety. 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.



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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..

Plans & Progress: The City has long identified this route as a high priority safety issue. 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 AKDOT&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 2024-27 State Transportation Improvement Plan currently programs funds to reconstruct Kachemak Bay Drive from the Sterling Highway to East End Road. Work includes raising and widening 3.5 miles to improve motorized and non-motorized passage. The State project leverages 100% Federal share by matching FHWA PROTECT formula funds with Surface Transportation Block Grant funds.

ADOT will lead in the process and work with the City to plan forward the long-term needs and plans for ROW access, utilities, drainage, etc. for long-term success on Kachemak Drive.



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



Main Street Rehabilitation

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. 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.

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Sterling Highway Milepost 172 **169-180** Drainage Improvements

Project Description & Benefit: Stormwater management and conveyance along the Sterling Highway coming down Baycrest Hill has been an ongoing issue for the State of Alaska Department of Transportation (DOT) as well as residents downgradient of DOT stormwater pipes. The pavement improvements over the years as well as property development cause larger and quicker conveyance of stormwater to properties on the ocean side of the Sterling Highway. This stormwater has high erosive potential as well as the propensity to cause slope stability issues. There have been numerous events over the years of bluff instability due to this stormwater. The City is encouraging the State to enact measures that will reduce the erosive potential of the stormwater coming off the Sterling Highway as well as measures that can be taken to promote bluff stability.

A specific example is the Baycrest Subdivision neighborhood. The subdivision sits on unstable slopes with unconsolidated soils, blue clay, and high water tables. A DOT beehive collector at milepost 172 discharges concentrated stormwater directly onto these saturated slopes, exacerbating flooding and erosion throughout the neighborhood. Properties on Judy Rebecca Court have suffered significant damage—including cracked windows and shifting foundations—from water saturation. These homes sit 750 feet downslope and 125 feet below the collector outfall, making them particularly vulnerable to slope failure that could result in property loss or casualties.

While certainly not all the problematic water is coming from the outfall, the City requests that ADOT divert the beehive collector outfall away from the unstable slope into a natural drainage system, 80 paces east of the Mt. Augustine Drive intersection. This redirection would reduce water input to already saturated soils while directing runoff to a stable natural channel that won't impact other properties and enact drainage to drainage in the entire Baycrest area is important to reduce the potential for slope failure and possible loss of property and life.

The upcoming Sterling Highway improvements from MP169 to MP180 present a critical opportunity to integrate proper stormwater management and slope stabilization into the project design, preventing future damage to both private properties and the highway right-of-way while safeguarding resident safety.

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 Sterling Highway beehive collector.



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 back of the school. (Photo courtesy of Michael Armstrong/Homer News.)



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. 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.





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:**
Keven Bell Arena Parking Lot Lighting
& Flooring Replacement53
- ~~Homer Senior Citizens Inc.:~~
~~— Alzheimer's Unit~~54
- **Homer Trails Alliance:**
Diamond Creek Recreation Area Trails55
- **Kachemak Nordic Ski Club:**
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- **Kachemak Shellfish Growers Association:**
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- **Kachemak Ski Club:**
Homer Rope Tow Access & Equipment Upgrades.....58
- **Pratt Museum**
Roof System Replacement Project.....59
- **South Peninsula Hospital:**
Childcare Facility for Hospital Employees60
- **South Peninsula Hospital:**
Expansion of Medical Services.....61

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Homer Hockey Association: Kevin Bell Arena Lighting & Floor Replacement

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 general 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 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, broomball, curling, hockey for all ages and abilities as well as 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 & Progress: HHA has received quotes of \$29,040 for the light purchase and \$30,250 for the floor replacement. The 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. With excessive screen time and the rise in childhood obesity, accessible and affordable recreation remains a cornerstone of the mental and physical health of 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 to exercise their minds and bodies.

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: \$59,290



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.

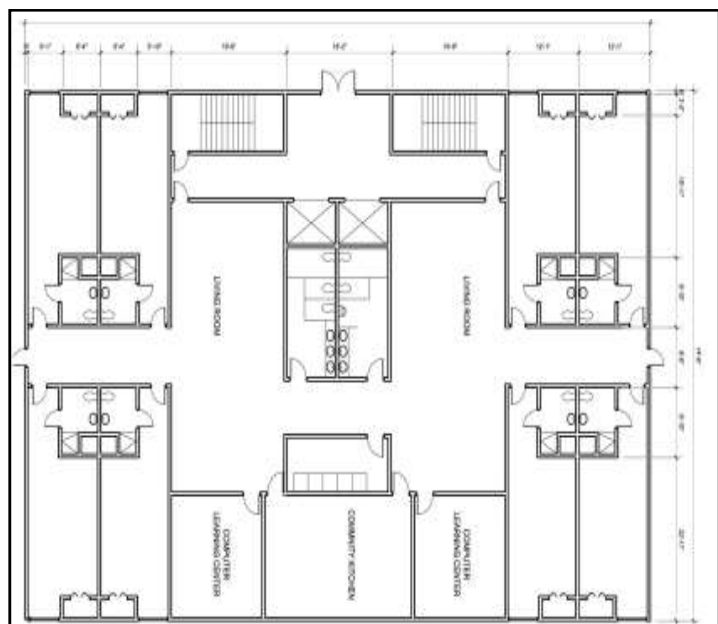
We will be working with the architectural firm to develop a new plan for the wing to be located in The Terrace existing space.

Total Project Cost: \$750,000

HSCI'S Executive Directed requested this project be removed from the CIP because they are now focussing on restroation of their current facilities, not new facilities.



Example of a HydroWorx Therapy Pool Room .



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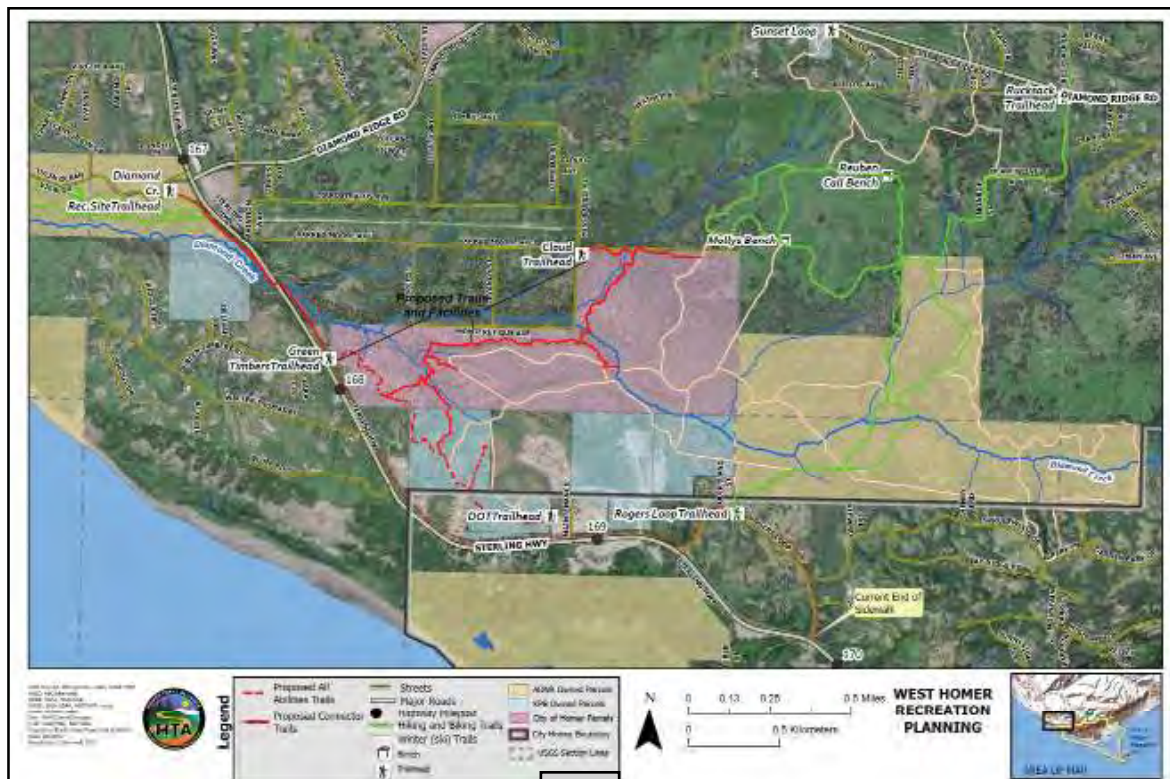
Homer Trails Alliance: Diamond Creek Recreation Area Trails

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. In 2024, the City of Homer dedicated \$25,000 for the preliminary design of a Sterling Highway underpass for the Diamond Creek Trail. In May of 2024, HTA contracted Jon Underwood of the Fairbanks based trail design and construction firm Happy Trails to conduct a study of the proposed development within the DCRA. In August 2025, the City appropriated an additional \$250,000 for the development of a trailhead and trails segment on the east side of the Sterling Highway from Green Timers to a pedestrian underpass at Diamond Creek in accordance with the DCRA Trails Plan, provided ADOT&PF approves a pedestrian underpass as part of their Sterling Highway reconstruction project and affected property owners agree to create trail easements.

Total Project Cost: \$200,000





Kachemak Shellfish Mariculture Association FLUPSY & Otter Predation Assistance

KSMA has not yet provided update.

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.



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.

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Pratt Museum: Roof System Replacement Project

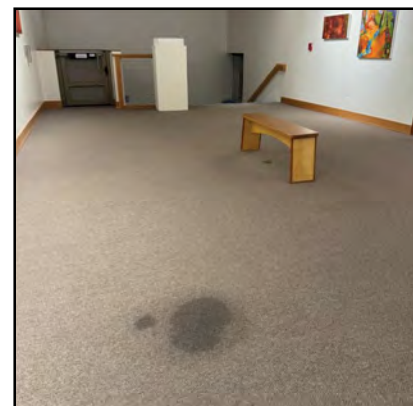
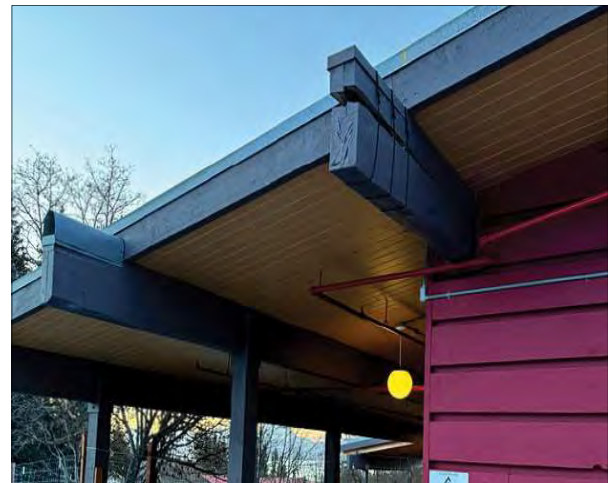
Project Description and Benefit: This project replaces the 9,134 square-foot roof for the facility that the Pratt Museum occupies. While recent renovations focused on other critical upgrades including facility-wide Americans with Disabilities Act (ADA) compliance and collection stewardship considerations, the replacement of the roof system was not addressed. To sustain the Museum's commitment to the community, the roof system replacement project can no longer be put off. Each gallery contains multiple water-collection buckets and at times water drips and splashes on the exhibits and display cases. Leaks also occur over the new elevator and in office spaces equipped with computers and electronics. The routine maintenance of the roof during the winter is a health and safety issue given that the roof needs to be hand-shoveled every time it snows. This project is critical to forging a sustainable path forward, preserving the history and culture of the community for future generations.

The award-winning Pratt Museum is dedicated to the exploration of people and place in the Kachemak Bay region, one of the richest biological and cultural crossroads in Alaska. Built as Homer's centennial project in 1968, the Pratt has become one of the nation's leading community museums. Partnerships with prestigious national entities such as the National Park Service and the Smithsonian Environmental Research Center have propelled the Pratt's exhibits and programs far beyond the Museum's walls. And grant awards from the nation's leading museum, arts, and humanities institutions have underscored the groundbreaking work of this small museum, which has always been a source of pride for the local community. The Pratt is the community's living room, classroom, and place for sharing, helping make Homer a better place to live, work, and play.

Plans & Progress: The roof replacement project has undergone many starts and stops. Over the years the Pratt Museum has consulted with engineers and roof specialists. In 2007 and in 2019, engineers and roof construction specialists 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, detailed images of the roof's current condition, and a full design and cost estimate for the full replacement, which was again 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 project will need to proceed in phases. 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, all design and construction documents will be updated and the bid process will begin. Phase IV will include construction and completion.

Total Projected Cost: \$1,362,481



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



South Peninsula Hospital: Childcare Facility for Hospital Employees

Project Description and Benefit: South Peninsula Hospital is a 501c3 non-profit community hospital in Homer, Alaska. Serving a population of about 15,000, SPH operates the only hospital on the southern Kenai Peninsula, as well as two primary care clinics, a home health program, a 28-bed nursing facility, and numerous specialty clinics. As the only hospital in the region, SPH is classified as a “critical access hospital,” a federal designation aimed at improving access to healthcare in rural communities. SPH is also the largest employer in the region.

Alaska, like rest of the nation, is experiencing a childcare emergency. Locally, SPH is facing critical barriers to recruitment and retention of healthcare workers due to lack of childcare availability. The ability to attract and retain medical workers is essential to ensuring that SPH can continue to meet the growing needs of our region. In order to address this barrier, SPH is establishing a licensed childcare center for children of hospital families. Located in 4,100-square foot owned building just four blocks from the hospital campus in Homer, this SPH-owned center will support 60-70 kids, have hours aligned with hospital shifts, and address our employees’ inability to find high-quality, licensed care. Our goal is to provide the highest quality care to the children of hospital families to reduce barriers to recruitment and retention of SPH healthcare employees and to ease the stress and burden on the SPH workforce so that they can focus on serving the medical needs of our population.

The new SPH childcare facility will have positive ripple effects across the region. The facility will tangibly add to the limited childcare infrastructure on the lower Kenai Peninsula and will increase the capacity of the childcare workforce through professional level training, wages, and opportunities.

Plans & Progress: SPH is well into the developmental phase of this project. SPH has hired a childcare administrator who is developing policies and procedures and collaborating with licensed centers across the state to become familiar with the licensing process. Capital improvements have also begun. Interior demolition is underway, making way for wholesale renovation of the 4,100 square foot facility. As of July 2024, plumbing and electrical demolition has started. Interior renovations of classrooms and communal spaces will follow completion of the permitting process. Interior furnishing orders have also been budgeted and approved for the ordering process. The childcare center will ultimately employ 15+ early childhood educators in market competitive, benefited positions.

Preconstruction is funded and complete. To date, \$210,000 of construction costs have been secured from thread Alaska, the South Peninsula Hospital Foundation, and the Alaska Hospital and Healthcare Association. An additional \$835,000 is pending, and SPH is working to raise another \$100,000 or more in charitable support. SPH anticipates opening the facility in December 2024.

Total Project Cost: \$ 1,223,278

Pre Construction cost: \$ 9,000

Construction cost: \$ 1,214,278



Site of the new Childcare Facility.



South Peninsula Hospital: Expansion of Medical Services

Project Description and Benefit: South Peninsula Hospital is a 501c3 non-profit community hospital in Homer, Alaska. Serving a population of about 15,000, SPH operates the only hospital on the southern Kenai Peninsula, as well as two primary care clinics, a home health program, a 28-bed nursing facility, and numerous specialty clinics. As the only hospital in the region, SPH is classified as a “critical access hospital,” a federal designation that is designed to improve access to healthcare in rural communities. In order to meet the changing medical needs of the region, SPH is embarking on a strategic project to expand medical services. The goals of this project are to:

- Develop a new nuclear medicine department. Nuclear medicine is a specialized area of radiology that has been the standard of care for diagnosing illnesses and disorders related to heart health, neurology, and cancer for more than 30 years. The addition of this medical capacity will improve patient care by increasing the ability of SPH providers to detect certain cancers, find abnormalities in kidneys and bones, and identify and treat many other medical conditions, including chest pain, the most common symptom for which patients seek emergency medical care. Currently, patients must travel more than 75 miles to obtain this important diagnostic information, creating a dangerous gap in service.
- Double the capacity of the SPH Oncology & Infusion Department. The Oncology and Infusion Department treats patients with cancer, the leading cause of death in the region. SPH has experienced a 139% increase in patient volumes in recent years. By doubling the capacity of this department, this project will meet increased demand for care, reduce wait times, improve patient experience, reduce emergency response time, and improve communication and safety.
- Upgrade SPH pharmacy to meet new regulations. This project will relocate, modernize, and expand SPH’s existing pharmacy to meet recent regulatory upgrades. These improvements will include an upgrade to environmental controls, expansion of compounding facilities, increased safety and security measures, and improved workspace. The goal of this effort is to meet new regulations, improve patient care, and increase employee safety.

Plans & Progress: SPH is in the planning phase of this project. The hospital has already received a Certificate of Need from the State of Alaska, critical approval before moving forward. Initial planning and budgeting have taken place. A bond measure estimated to cover 80% of project expenses will go to voters in the fall of 2024. SPH is currently seeking additional funding to defray remaining expenses. The project is anticipated to be complete in December 2025.

Total Project Cost: \$12,000,000

Preconstruction cost: \$ 850,000

Construction cost: \$11,150,000



South Peninsula Hospital.



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

North Beluga Lake Trail System:

The North Beluga Lake 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, 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.

Cost: North Beluga Lake Trail—\$1.5 M



Capital Improvement Long-Range Projects

Port & Harbor

Deep Water 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. 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



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/pedestrian 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 Plan Appendices

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Capital Improvement Plan Appendices

**CITY OF HOMER
2026-2031 CAPITAL IMPROVEMENT PLANNING PROCESS
&
FY 2027 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 27, 2025
Solicit new/revised project information from City Departments, local agencies and non-profits	May 19, 2025
Input for New Draft Requested By	June 17, 2025
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	
Planning Commission	July 16
Economic Development Advisory Commission	August 12
ADA Advisory Board	August 14
Parks, Art, Recreation and Culture Advisory Commission	August 21
Port and Harbor Advisory Commission	August 27
Library Advisory Board	August 29
Administrative Review and Compilation	August 21 - September 5
City Council Worksession to Review Proposed Projects	September 8
Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request	September 22
Administration Forwards Requests for Governor's Budget	September 29
Distribution of CIP and State Legislative Request	October 2026 - February 2026
Compilation/Distribution of Federal Legislative Request	March 2026



Capital Improvement Plan Appendices



Capital Improvement Plan Appendices



Capital Improvement Plan 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 3/4% 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. Fairview Avenue Upgrades.....
2. Kachemak Peatland Wetland Preservation
3. Pioneer Avenue Traffic Calming.....
4. Water Treatment Plant Generator Connection
- 5.

Projects Nominated by Other Organizations

1. Kachemak Ski Club: Homer Rope Tow Night Skiing Project
2. South Peninsula Hospital: Long Term Care Roof Replacement:

FY 2027 - Proposed New Projects



Fairview Avenue Upgrades

Project nominated by Council Member Aderhold

Project Description and Benefit: This project makes improvements to two sections of Fairview Avenue, Main Street to East End Road and Main Street to West Hill Road.

The project provides for the design and construction of Fairview Avenue from Main Street to East End Road. The road is approximately 3,000 lineal feet and the project will include paving, storm drains, and a sidewalk or trail. The project extends from the intersection of Main Street to 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. Necessary right-of-way has already been dedicated by the Kenai Peninsula Borough across the high school property.

The project also provides for upgrading Fairview Avenue from Main Street to West Hill Road. The road is approximately 4,200 lineal feet and the project will include paving, storm drains, and a sidewalk or trail for pedestrian safety. Along with the Fairview to East End Road project, this project will benefit the entire community by providing an alternative to Pioneer Avenue for collector street access east/west across town, thereby reducing congestion on Pioneer Avenue and developing alternative access for emergency vehicle response.

Plans & Progress: Recent subdivision development has resulted in water, sewer and road construction, and included a wide shoulder for future sidewalk construction. Portions of the route unpaved, so completion of paving and sidewalk construction remain as priorities. In addition to road upgrades, improvements for non-motorized transportation and traffic calming are desired. Future improves could include raised intersections, speed humps and flashing speed signs, which have proven to be effective for the Homer community.

Total Project Cost: \$7,000,000

Fairview - Main Street to East End Road: \$4,000,000

Fairview - Main Street to West Hill Road: \$3,000,000

Schedule: 2028

FY 2027 - Proposed New Projects



Kachemak Peatland Wetland Preservation

Project Description and Benefit: This project purchases and conserves land containing wetlands and peatlands along Kachemak Drive, providing multiple environmental benefits for the Homer area and Kachemak Bay.

- **Stormwater Management and Flood Control**
Wetlands and peatlands serve as natural sponges, absorbing and storing excess stormwater while slowing its discharge into Kachemak Bay. This nature-based system intercepts stormwater runoff before it can accelerate and cause erosion or flooding, providing critical for Homer's vulnerable residential and working waterfront areas.
- **Water Quality Protection**
These ecosystems act as natural treatment systems, housing plants and bacteria that filter organic and inorganic pollutants from stormwater. Peat naturally removes sediment, fecal coliform, microplastics, hydrocarbons, and other contaminants before they can enter Kachemak Bay. This filtration is essential for maintaining the health of the bay's ecosystem and protecting salmon, shellfish, migratory birds, and marine mammals.
- **Groundwater Recharge**
Peatlands play a vital role in replenishing groundwater supplies, which supports both drinking water sources and stream health. The groundwater discharge into streams helps maintain the cold temperatures that salmon populations need to survive and thrive, helping to promote the continuation of this critical species in the region.

Plans & Progress: With a FY23 NOAA grant from the Bipartisan Infrastructure Law, the City of Homer is working with the Kachemak Bay Research Reserve and Kachemak Heritage Land Trust to acquire and preserve 55 acres of peatlands. Initial appraisals of identified parcels of peatlands to be acquired is complete and negotiations with land owners are underway.

Total Project Cost: \$1,351,410
\$1,171,410 FY23 NOAA grant secured
\$ 180,000 City of Homer funds for initial data collection

Schedule: 2024-2027

FY 2027 - Proposed New Projects



Pioneer Avenue Traffic Calming

Project nominated by Council Member Aderhold

Project Description and Benefit: Pioneer Ave is an east west connector across Homer's downtown business district, connecting to residential areas to the north and east. Shops, restaurants and services line the street. The community desires a more walking and biking friendly built environment. To accomplish this goal, traffic-calming strategies and improvements are needed to create a walkable, bike able downtown that will encourage more local business patronage.

Plans & Progress: The City is the recipient of a grant awarded through the Alaska Statewide Transportation Alternatives Program (2025). This funding will help design better crosswalks and increase visibility at key intersections, and build a connecting sidewalk north to a residential area and south to other commercial areas of the community. Homer's recently adopted 2024 Transportation Plan, a collaborative community plan that included input from commercial truck drivers, identified traffic calming and non-motorized safety as a common community goal. More work and funding is needed to improve non-motorized transportation along Pioneer Avenue.

Total Project Cost:

Schedule:

Preconstruction 2028

Construction completion 2038.

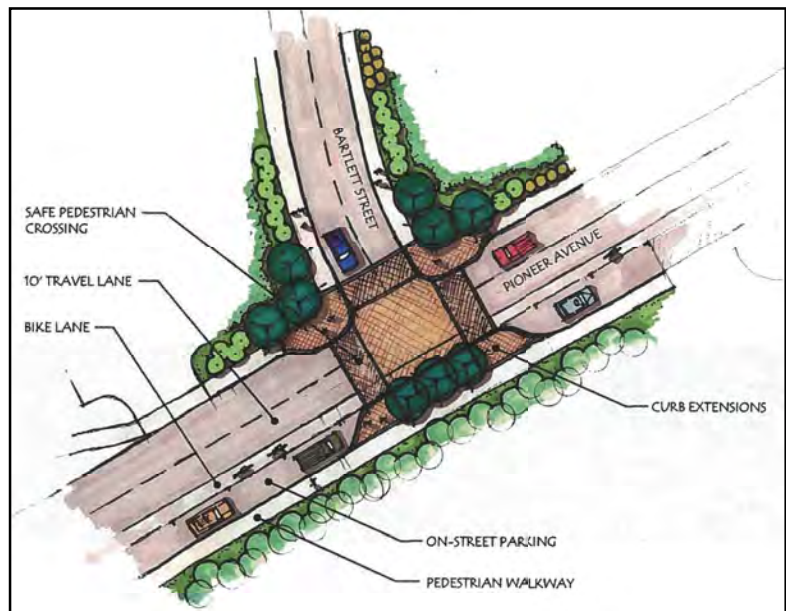


Photo credit: Bjorn Olson

FY 2027 - Proposed New Projects



Water Treatment Plant Generator Connection

Project nominated by the Public Works Director.

Project Description and Benefit: This project constructs an underground electric power cable of sufficient gauge to power the reservoir pump house operations from the existing WTP generator. This would require a new trench and underground electric wire in conduit for approximately 4,000 feet with junction boxes, a new transfer switch at the pump house, and some other minor electrical infrastructure. This project would be a benefit to the city during power outages, as it would allow another option and larger fuel tank supply for our operators to keep water treatment functions running smoothly.

Plans & Progress:

Total Project Cost: \$350,000

Schedule: 2027

Priority Level: 2

FY 2027 - Proposed New Projects



Kachemak Ski Club: Homer Rope Tow Night Skiing Project

Project Description and Benefit: The Kachemak Ski Club is arguably Homer's oldest non-profit organization and was founded more than seventy five 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 winter weekends and have them receive a safe introduction to alpine snow sports. 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.

Historically, the Rope Tow offered night skiing, with expanded hours of skiing beyond the usual Sunday and occasional Saturday daytime openings. Sadly, during a low point of club membership and finances, the lighting fixtures and accompanying electrical hookups fell into disrepair and were abandoned over 25 years ago. A substantial increase in youth and family memberships occurred during the Covid pandemic, and a sustained surge in ridership has continued since then. During a strategic planning session two years ago, the KSC Board identified resumption of night skiing at the Rope Tow as an achievable priority goal to increase skiing opportunities for our members, especially for youth and adults to access the hill after-school or after-work hours one to two days per week.

Plans and Progress: A KSC board member with general contracting experience prepared the following cost estimate, which does not include in-kind/ volunteer labor costs: Five to six 150-200 lumen LED floodlights would be installed, divided between two at the top of the hill, one to two on an existing pole in mid-mountain and one to two at the base. These would provide illumination of the main northeast face of the ski slope, as well as the lodge/ loading area (which would be supplemented with lower intensity flood lighting as well).

At least one new light tower would need to be installed on or near the Top House (Operator's Station) at the top of the rope tow.

KSC anticipates shouldering 10-20% of the project cost from savings reserves. Matching funds would be sought locally (from such sources as the Homer Foundation, 100 Homer Men/ Women Who Care), with the balance being sought from State of Alaska funding sources or Kenai Peninsula Borough pass-through funding from the state (CAP program grant).

Total Project Cost: \$40,500

LED Lights: \$15,000

Buried Cable/ Electrical Wiring: \$4500

New Light Tower/ Pole: \$1000

Electrical Connectors/ Control Panels: \$3000

Trencher/ Ditch Witch/ Brush Hog Rentals: \$2000

Electrical Contractor Services: \$15,000





South Peninsula Hospital: Long Term Care Roof Replacement

Project nominated by South Peninsula Hospital for Other Organizations Section.

Project Description and Benefit: South Peninsula Hospital is a 501c3 non-profit community hospital in Homer, Alaska. Serving a population of about 15,000, SPH operates the only hospital on the southern Kenai Peninsula, as well as two primary care clinics, a home health program, a 28-bed nursing facility, and numerous specialty clinics. As the only hospital in the region, SPH is classified as a “critical access hospital,” a federal designation that is designed to improve access to healthcare in rural communities.

In June 2025, SPH’s Long-Term Care (LTC) Facility earned a Silver Award from the American Health Care Association/ National Center for Assisted Living—one of 209 facilities across the U.S. to receive this recognition and the only one in Alaska to do so. Serving up to 28 residents, LTC offers around-the-clock nursing care in a residential setting. It is the only nursing home on the southern Kenai Peninsula, and SPH plans to expand the capacity of the facility over the next decade in response to the growing senior population in the region. SPH’s LTC facility enables loved ones to receive short term rehabilitation or long term care close to home. But an aging roof puts the facility at risk.

SPH’s LTC department—and the space below, which houses SPH’s new Seaside Women’s Care health clinic, a neurology clinic, and the rehabilitation department—was built through a 1999 hospital renovation. The 15,414 foot square asphalt shingle roof of the facility is now 25 years old—well beyond its useful life. Asphalt tiles are cracking and the roofing glue is failing. Water is now seeping into the roof underlayment and into the LTC facility itself—most recently into the communications room—putting additional hospital assets at risk of water damage.

An assessment by Architects Alaska that was completed in November 2024 ranked roof replacement as the highest priority, needing attention within the next year. The typical lifespan of an asphalt roof like the one above LTC is 15 – 20 years. Now is the time for SPH to replace the asphalt roof with rubberized EPDM roofing, to ensure resident and patient safety and wellbeing and the integrity of the hospital facility.

Plans and Progress: In 2024, Architect Alaska, in collaboration with engineering firm RESPEC, conducted a thorough facilities assessment of SPH that investigated the building’s infrastructure and systems, and recorded information regarding the building for general material condition, systems condition, code deficiencies, and functional effectiveness. The assessment ranked roof replacement as a top priority.

This project is shovel-ready. No engineering is required for this roof replacement. The cost estimate is based on a bid received for the project three years ago, with an escalation built in.

Total Project Cost: \$1,400,000



South Peninsula Hospital.



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). 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 September.

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.

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 4-5 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 capital projects; grant programs almost always require projects be identified in a CIP or other major Plan and that the City provides local matching funds.



MEMORANDUM

Proposed Edits to Base Lease Template

Item Type: Action Item
Prepared For: Port and Harbor Advisory Commission
Date: June 18, 2025
From: Amy Woodruff, Port Administrative Supervisor
Through: Bryan Hawkins, Port Director

At the May 28, 2025 Port and Harbor Advisory Commission Meeting, Commissioners reviewed proposed changes to the base lease template. Commissioners dismissed some suggestions and made recommendations to staff for additional changes. This table summarizes the proposed changes to the Base Lease Template that remain after accounting for comments made at that meeting. Corresponding changes to the City Code and City of Homer Fee schedule are presented separately.

All changes to the base lease that are recommended by the Port & Harbor Advisory Commission will be forwarded on to the City Attorney for review. Draft language will be produced by the City Attorney and presented to Council.

Edits to the base lease template will affect future leases, however, any discrepancies between Code will still be in place for leases already in effect. For all proposed edits to the base lease that are approved by Council, leasing staff will discuss individually with existing tenants whether they would like to amend their existing lease with the City by mutual agreement to make a similar change. Any amendments to existing leases will be brought forward in separate legislation at a later date.

Requested Action:

Review the updated table of proposed changes and the draft ordinance and make a motion of support to the City Council for the suggested changes the Base Lease Template.

Base Lease	City Code	Recommendation	Justification
3.02 Lease Renewal	18.08.130 Lease Renewal	Update references to a “renewal” to refer to a “non-competitive new lease”.	“Renewal” is used in different contexts to refer to (a) options to extend existing leases and (b) new leases for a property after a tenant’s lease expires with no options to extend. Consistent language reduces confusion.
Article 8 Assignment and Sublease	18.08.140 Sublease	<p>Replace “consent of Council” with “consent of the City” wherever it appears in section 8.01 of the Base Lease template.</p> <p>Remove reference to Additional Rent from base lease; Add reference to Annual Sublease Fee to Base Lease Template.</p>	<p>Staff recommend transitioning to approval of subleases by City Staff. Subleases are subject to the terms and conditions of the prime lease, which is approved by Council. Subleases cannot grant any additional rights not granted by the prime lease. Subleases tend to change hands frequently. Allowing for approval by Staff will reduce delays and increase compliance with the policy.</p> <p>“Additional Rent” was removed from City Code by Ordinance 21-02 but not removed from base lease template or amended out of existing leases</p>

<p>9.04 Insurance Requirements</p>	<p>18.08.170 Insurance</p>	<p>Add language to base lease that makes it clear that Commercial Vehicle Liability insurance is only required “If Applicable”</p> <p>Update Worker’s Compensation insurance requirements in base lease to reference statutory limits.</p>	<p>Many tenants’ use of vehicles in their business does not necessitate this type of coverage based on conversations with insurance agents and AML-JIA.</p> <p>Because Alaska is an Exclusive Remedy state, an employee cannot sue an employer, and require higher coverage than the statutory minimum increases premium costs without providing additional protection to employees.</p>
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July/August 2025 Staff Report

Red Salmon is done, Halibut and Black Cod are open, In the news....

Ice Plant

- Ice Plant stepped up and supplied all the Kenai Peninsula with Ice this Red's season. The Ice plant is at this date sold 1200 tons more than last year
- Ongoing refrigeration equipment inspections.
- Ongoing crane inspections and service happening this month.
- All fish dock cranes operational.
- Keeping up with work orders.
- Building and groundskeeping maintenance.

Port Maintenance

- Harbor Staff divers staying busy with air can installs on DD Float, Water line leaks under Harbor Floats
- Ongoing electric pedestal Maintenance.
- Ongoing Docks and Harbor infrastructure inspections and repairs.
- Keeping up with recurring monthly work orders.
- Fire Cart inspections.
- Dewatering pump inspections.

Operations

- Harbor occupancy is currently around 880 vessels
- Staff continues to handle hot berths on a day to day basis
- Staff assisted HVFD with several EMS calls around the Harbor facilities
- Pioneer Dock and Deep Water Dock landings included vessels: AMHS Tustumena; M/V Hanseatic Inspiration; CISPRI Endeavor; Kate Frances; Ann T Cheramie; Perseverance; L/C Arctic Seal; F/V Camai; M/V Villa Vie Odyssey; F/V Akemi; F/V Alaskan Legacy; F/V Iron Don.
- All staff are working on mandated office safety training courses
- Staff assisted USACOE with taking bottom samples in the Harbor entrance

- With Port Maintenance, conducted diving operations to install floatation tubs along DD float, and repaired a leaking water line on system 1
- Three Harbor Assistants have left for the season; and another was hired. Welcome back Lliam Boss-Harmon.



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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Homer, Alaska 99603

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(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Lord and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: July 23, 2025
SUBJECT: City Manager's Report for July 28, 2025 Council Meeting

Homer Electric Association (HEA) Property Sale

In late June, I became aware that HEA was working toward putting together an Invitation to Bid (ITB) for the sale of properties they own in Homer. I was encouraged to reach out to them about the parcel off Lake Street, as it's a parcel proposed as a potential site for a new multi-purpose community recreation center. After some attempts to make contact with their representative to start some dialogue, I finally received a response the evening before the July 8th HEA Board Meeting. It was indicated to me that in the past the Board has donated land for public purpose and I was encouraged to make a proposal to the Board. Clearly, there wasn't time to consult with Council and prepare for their Board meeting so I reached out to Acting City Manager Engebretsen and asked if she could prepare a letter to the Board expressing the City's potential interest. Another interesting challenge on this is there has been past legislation and recent support of using the City owned lot in the Town Center as the location for a new multi-purpose community recreation center. It will be helpful to know if Council would like me to continue to engage with HEA regarding this property. Time is of the essence as their ITB closes on August 11th at 5:00 p.m. and I was told the Board is scheduled to confirm the bid results at their August 12th Board Meeting.

Ohlson Lane and Bunnell Avenue Roadway and Water Improvements Project

The project is going well and on schedule according to the revised project schedule. Tentative construction finish date is August 22. New 10" HDPE water main construction is nearly complete. Bacteria samples were collected from the new water main prior to switching services over from the old existing cast iron water main. East Road Services (ERS) is finishing setting a new storm sewer manhole and connecting storm drain pipes. Storm Drain work will continue this week and then later next week ERS will be getting all the H2O services switched over as soon as passing bacteria tests are received from the lab. Final work on the new water main connections can then take place along with the final roadway improvements including curb, pavement, signing/stripping and speed humps later in August.



Homer Volunteer Fire Department Organizational Audit RFP

The HVFD Audit RFP has been posted on the City website and advertised in accordance with the City's Procurement Policy. In addition, the link to the RFP webpage was distributed to multiple consulting firms that perform this type of service and currently seven firms have registered as potential proposers. Information can be found at <https://www.cityofhomer-ak.gov/rfps>.

HERC Lead Paint Update

Last month I reported out about the discovery of lead paint contamination in the HERC multi-purpose room and the need to close the room effective immediately. As a follow-up, the City is waiting for the sampling report from the Alaska Department of Environmental Conservation's consultant, BGES. The report is scheduled to be out in August, and it will then require review by agencies. Concurrently, Public Works is actively working on ways to resolve the paint issue in that room. To the best of our knowledge, it will be months before this is fully resolved for safe public use of that space. Recreation Manager Illg has advised that we are losing programs, participants, and revenue without access to the multi-purpose room. It is important to remember that we want safe and healthy activities for the community, and we ask for and appreciate patience as we work toward direction and proper remediation of the lead paint.

ADA Coordinator

Congratulations to City Clerk Renee Krause for completing the Americans with Disabilities Act (ADA) Coordinator Training Certification Program (ACTCP)! Municipalities with 50 or more employees are required to designate an employee to coordinate ADA compliance and Renee took on this role in 2017 while she was serving as Deputy City Clerk. Although the designation is not a requirement, her interest in the ADA and fulfilling this role, drove her in pursuing this designation. The ACTCP is designed to meet the training and professional needs of ADA Coordinators. ACTCP certification verifies that participants have completed training in required content areas and have a depth of knowledge in ADA issues. As we continue to work towards improving accessibility and barrier removal in City facilities and programs, her knowledge in this area will be beneficial to the City.

More photos of Library Trail Improvements

If you haven't had a chance to visit this trail, here is another photo to encourage you to check it out!



City Manager Meetings and Events:

June 26th – Transition meeting with new insurance provider APRA and City staff

June 27th – HaPP Project meeting with AKDOT and City Staff

June 30th – DCRA Underpass check in with Homer Trails Alliance and City staff and meeting with Robert Purcell re: HVFD Organizational Audit RFP

July 2nd – Port Lease Team meeting and HART Policy update meeting

July 7-18th – Personal leave

July 16th – Met with HVFD Staff

July 21st – Met with Homer Pickleball Club boardmember re: HERC gym floor refinishing project

July 22nd – Met with Employee Committee re: Employee Morale Survey

And, ongoing weekly meetings with Departments, Mayor, Councilmembers, and City Attorney

Attachments:

- Memorandum from City Manager re: tree removal near City Hall
- Letter to HEA Board and property sale information
- SBDC Quarterly report
- Employee Anniversaries for July



MEMORANDUM

Tree Removal near Out of Service Fire Hydrant

Item Type: Informational Memorandum
Prepared For: Mayor Lord and Homer City Council
Date: July 24, 2025
From: Melissa Jacobsen, City Manager

In anticipation of the City's upcoming 2025 Insurance Services Office (ISO) Inspection staff have been working on completing their Pre-Survey forms for submittal prior to the inspector's visit.

The Insurance Services Office (ISO) provides data, analytics, and risk assessment services to the property and casualty insurance industry. Through its Public Protection Classification program, ISO evaluates communities on their fire protection capabilities—an important factor that influences local insurance rates. One key element of this evaluation is the condition and functionality of fire hydrants, including flow testing.

There is currently a fire hydrant at the corner of Kachemak Way and Pioneer Avenue, near the City Hall parking lot, that has been out of service and marked with a black tag for an extended period. Due to its age and condition, the hydrant is no longer repairable and must be replaced to avoid a negative impact on the City's ISO rating.

Replacing the hydrant will require excavation up to 10 feet deep. A large tree located approximately 8 feet from the hydrant will need to be removed, as the digging will compromise its root system. Severing major roots can destabilize the tree, pose a safety risk, and likely lead to its decline or death. To ensure the safe and successful replacement of the hydrant, and to protect public infrastructure and safety, the tree must be removed as part of the project.

Photos follow on the next page for reference.





City of Homer

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Office of the City Manager

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(f) 907-235-3148

July 8, 2025

Homer Electric Association Board of Directors
3977 Lake Street
Homer, AK 99603

RE: Land disposal of KPB Parcel 17712033, Waddell Park 2016 Replat Lot 2-A-1

Dear HEA Board of Directors,

The City of Homer has been considering properties for a new community recreation center. While a new facility is in the early planning stage, the vacant HEA lot on Lake Street and Grubstake Ave has been identified as an attractive potential location. The Homer City Council does not meet until July 28th to provide formal comment to the HEA Board, but I would like to request on behalf of the City that HEA consider donating this property to the City for the purposes of a community recreation facility.

The City looks forward to working further with the Board on the possibility of a new community facility on this property.

Sincerely,

Julie Engebretsen
Acting City Manager



Homer Electric Association, Inc.

Corporate Office
3977 Lake Street
Homer, Alaska 99603-7680
Phone (907) 235-8551
FAX (907) 235-3313

Central Peninsula Service Center
280 Airport Way
Kenai, Alaska 99611-5280
Phone (907) 283-5831
FAX (907) 283-2353

Bid Package - Lot 2-A-1, Waddell Park 2016 Replat

3768 Snowbird Street Homer, Alaska 99603

Tax Parcel 17712033

Lot 2-A-1, Waddell Park 2016 Replat - Plat No. 2016-21 HM

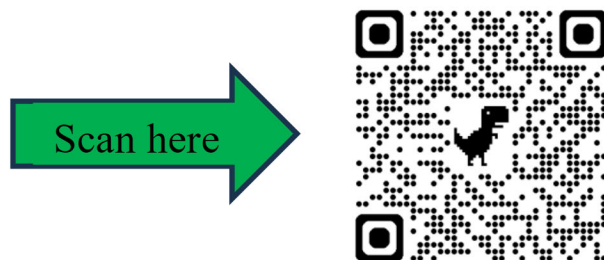
Lot 2-A-1

- 3.7 acres commercial (vacant lot)
- 161,172 square foot lot
- 481.16' Lake Street frontage
- 276.31' Snowbird Street frontage
- 405.94' Grubstake Avenue frontage
- Grubstake Avenue & Lake Street are paved and maintained year-round

Minimum Bid: \$965,000

Closing Date: Monday, August 11, 2025 – 5:00 p.m.

HEA reserves the absolute right to reject any or all proposals, may waive any or all informalities or irregularities, and may permit the correction of errors or omissions in responses. No commissions will be paid by the cooperative. Buyer to verify all information.



Bidder Registration and the Bid Form are available online at <https://www.homerelectric.com/bids/>. Questions about this property, the Invitation to Bid or any other related questions can be submitted via email to propertybid@homerelectric.com.

2025 VALUES ARE NOT CERTIFIED AND ARE SUBJECT TO APPEAL
CERTIFIED VALUES FOR 2025 WILL NOT BE AVAILABLE UNTIL JUNE 1, 2025

[Return](#) [New Search](#) [Tax Info](#) [Print](#) [Map It](#)

[Update Mailing Address](#)

General Information

Property Owner
HOMER ELECTRIC ASSN INC

Mailing Address
3977 LAKE ST
HOMER AK 99603-7652

Property ID
17712033

Property Address
3768 SNOWBIRD ST

Acreage
3.7000 **7,161,192**

Tax Authority Group
20 - Homer City

Legal Description

T 06S R 13W SEC 20 Seward Meridian HM 2016021 WADDELL PARK 2016 REPLAT LOT 2-A-1

Ownership History

Document No.	Date	Grantor	Grantee	Type
No ownership history data exists.				

Value History

Year	Reason	Land Assessment	Impr. Assessment	Total Assessment
2025	Main Roll Certification	793,500	0	793,500
2024	Main Roll Certification	736,800	0	736,800
2023	Main Roll Certification	651,800	0	651,800
2022	Main Roll Certification	651,800	0	651,800
2021	Main Roll Certification	623,500	0	623,500

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1 - 5 of 9 items

Improvements

Building	Code	Description	Grade	Year	Length	Width	Units	Type	Value
No improvements data present.									



0 150 300 ft

NOTE: Every reasonable effort has been made to ensure the accuracy of these data. However, by accepting this material, you agree that the Kenai Peninsula Borough assumes no liability of any kind arising from the use of this data. The data are provided without warranty of any kind, either expressed or implied, including but not limited to time, money or goodwill arising from the use, operation or modification of the data. In using these data, you further agree to indemnify, defend, and hold harmless Kenai Peninsula Borough for any and all liability of any nature arising from the lack of accuracy or correctness of the data, or use of the data.

Legend

- Transportation
- Mileposts
- Parcels and PLSS
- Tax Parcels

Lot 2-A-1
KPB 17712033
Waddell Park
3.170 AC.





Alaska Small Business
Development Center

SBDC

UAA BUSINESS ENTERPRISE INSTITUTE

July 11, 2025

City of Homer
491 E. Pioneer Ave
Homer, AK 99603

Dear Homer Community,

This letter serves as our quarterly report for the period of April 1 to June 30, 2025. During the quarter, Homer Business Advisor Robert Green reached the five-year milestone advising with the Alaska SBDC. During his tenure, Robert has supported 395 clients, logging 2,704.6 hours, 49 new businesses started or purchased, and \$9.3 million in loans and investments. Two statistics that stand out are that 65% of Robert's clients received a loan, and his clients reported an average sales increase of \$147,564 since working with him. We sincerely appreciate the city council supporting the amendment to include SBDC services in the biennial city budget so we can continue fully supporting Homer business owners and entrepreneurs. Here is a summary of deliverables to the Homer community during the quarter (year):

Client Hours: 146.6 (245.7)

Total Clients: 41 (55)

New Businesses Started or Bought: 2 (4)

Jobs Supported: 46 (72)

Capital Infusion: \$0 (\$659,500)

Client Surveys: 100% positive (100% positive)

The next section provides lists of the top advising topics and top industries obtaining technical assistance from the Alaska SBDC in Homer. This quarter, financing and capital remained atop the list, again followed by start-up assistance, while business planning moved up two spots. For industries, food services remained atop the list for a fourth consecutive quarter, followed by services and retailers.

Topics

1. Financing/Capital: 44.8 hrs (31%)
2. Start-up Assistance: 38.2 hrs (26%)
3. Business Planning: 24.3 hrs (17%)
4. General Management: 13.9 hrs (9%)
5. Buy/Sell Business: 10.0 hrs (7%)

Industries

1. Food Services: 54.3 hrs (37%)
2. Services: 25.3 hrs (17%)
3. Retailers: 15.9 hrs (11%)
4. Accommodations: 12.6 hrs (9%)
5. Tour Operators: 10.2 hrs (7%)

We would like to thank the City of Homer for supporting the Homer Business Advisor position. We greatly appreciate the knowledge, experience, and consistency Robert Green brings to efforts in Homer. Please do not hesitate to contact us if you have any questions.

Sincerely,

DocuSigned by:

98AFA012679B4D7...

Jon Bittner

Executive Director
Alaska SBDC



MEMORANDUM

July Employee Anniversaries

Item Type: Informational Memorandum
Prepared For: Mayor Lord and City Council
Date: July 28, 2025
From: Andrea Browning, HR Director
Through: Melissa Jacobsen, City Manager

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Lori Sorrows	Finance	26	Years
Dan Olsen	Public Works	24	Years
Julie Engebretsen	Community Dev.	23	Years
Dave Welty	Public Works	17	Years
David Bernard	Library	14	Years
Jason Hoffman	Public Works	10	Years
Jason Hanenberger	Public Works	6	Years
Mark Kirko	Fire	6	Years
Owen Meyer	Public Works	4	Years
Ryan Foster	Community Dev.	3	Years
Keith Bohlken	Public Works	2	Years
Bradley Bordner	Police	2	Years
Tom Gilbert	Port	2	Years
Greg Trail	Public Works	2	Years



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

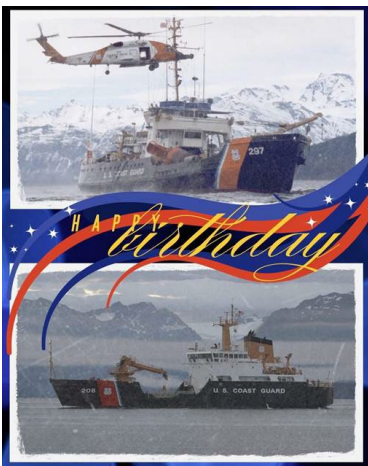
citymanager@cityofhomer-ak.gov
(p) 907-235-8121 x2222
(f) 907-235-3148

Memorandum

TO: Mayor Lord and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: August 6, 2025
SUBJECT: City Manager's Report for August 11, 2025 Council Meeting

Homer Comprehensive Plan Update Public Hearing

The public hearing draft of the 2045 Homer Comprehensive Plan Update is available for public review. There is a public hearing scheduled with the Homer Planning Commission at their August 20th regular meeting. The meeting begins at 6:30 p.m. Check out the draft ahead of time at <https://homercompplanupdate.com/>. Paper copies are available at City Hall and the Homer Public Library.



Happy Birthday United States Coast Guard

On August 4th we celebrated 235 years of Coast Guard Excellence and we thank them for service to our nation with honor. For over five decades, from the assignment of the USCG Ironwood in 1996 to the USCG Aspen (WLB-208) today, you've been an integral part of our community. We're grateful for your service and proud to stand alongside you. Happy Birthday, USCG!

Homer Volunteer Fire Department Organizational Audit RFP

With the departure of Chief Kirko from the City, I made the decision to withdraw the HVFD Operational Audit RFP. I conducted the pre-proposal meeting and folks had some good questions. In addition, I got a separate list of questions from a firm that led me to believe that it will put an undue burden on the staff to attempt to do this in the absence of a chief or deputy chief to work with the consultant team. I did check in with the Mayor about this before making a final decision. Notice of the withdrawal was sent out to plan holders and I advised them of the City's intent to re-submit the RFP at a time to be determined and that they would be notified when it happened.

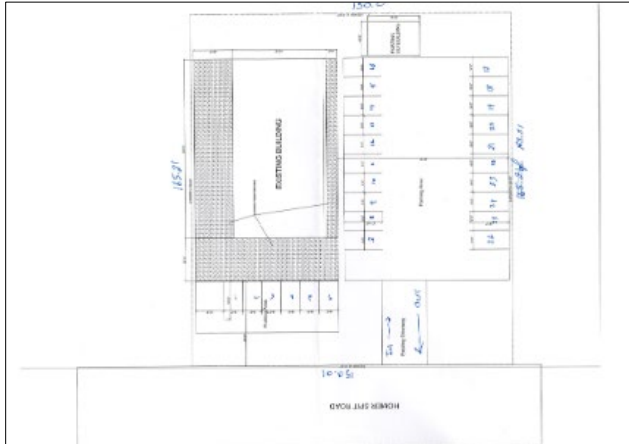
FY25 Sewer Fund Revenues

Councilmember Aderhold has been inquiring about the sewer fund revenues coming in under budget for FY25. Finance looked into the matter and found th

causing us to miss our revenue target. The consumption data that was utilized in the model was too high and, therefore, we set the rate lower than we needed to meet targets. We identified better ways of collecting this data during the rate setting exercise for FY26.

Happy Face Lease Parking

I checked in with the Leasing staff at the Harbor to follow up on public comments at the last meeting about the Happy Face lease and parking. I also reviewed the [backup information for Resolution 25-027](#) where Council approved the current lease assignment. This information is available on the City's webpage and includes floor plans, the parking plan (photo included), and other information. The lessee worked with proper City departments throughout their development process.



Updated Financial Reporting Schedule

In an effort to provide more accurate financial information, I've included an updated Financial Reporting Schedule as an attachment to this report. This new schedule pushes out the quarterly reports an additional month to allow for the most accurate representation of sales tax revenue. Sales Tax revenue is received on a monthly basis but has a two-month lag. For example, the revenue payment received in June is for revenue generated in April. From FY25 4th Quarter report forward, the quarterly reports will come at the first meeting of the third month following quarter end. The monthly year-to-date financial reports will stay on the last meeting of the month. One caveat for FY26, is that the 1st Quarter report will be presented at the last meeting in November, as there are currently no meetings scheduled for the month of December.

Capital Project Completions and Closures

The Finance and Public Works teams have been meeting regularly and reviewing the status of various City projects to determine what projects are completed and ready for close out. Attached to this report is a memorandum from the Finance Director apprising Council of the HART Roads and Trails Capital Project completions and closures status. Council has had interest in project close out information for some time, and I am very pleased to have this available for you. Going forward, Finance will be including an accounting of capital projects closed within the prior quarter with their regular quarterly reports. This accounting will include a final project balance, a status explanation, and the funding sources associated with the project. This effort will expand time to include other departments and funds.

Homer Electric Property

I was able to make contact with the Chief Operating Officer at Homer Electric about their property on Snowbird that fronts Lake Street. This property is currently available for sale through an Invitation to Bid and is one that has been under consideration for the new multi-purpose community recreation center. He shared that they are aware of the City's interest in the prop

HERC Sewer Teamwork Report

We recently had a major sewer blockage that resulted in temporary closure of the HERC. Public Works responded promptly when Building Maintenance discovered the blockage, and Community Recreation advised users of the situation and closure. Recreation Programmer de la Uz shared a quick note thanking Public Works for the display of hard work and collaboration he witnessed Wednesday outside the HERC building. He shared that there were PW workers all over, from the roof of the building to the bottom of the giant hole they dug to fix the sewer pipe back up. He said, “When I asked how things were going, somebody gave me two thumbs up and told me “we are winning”. We are very thankful for all your effort to make possible our rec programs at the HERC”. Public Works Superintendent Zelinski explained that there was some sort of pipe blockage, and a damaged pipe clean out that has been repaired. Our Water/Wastewater Department, Equipment Operators and Building Maintenance all collaborated over the last few days to systematically correct the problem. He thanks users for their patience and latitude to work through a significant sewer issue. While devoting a lot of man and equipment hours to get the job done, it was done at a significant savings to the budget.

Election Workers Needed

Election Day is October 7th for the City and Borough Regular Elections, and the City is looking for folks who would like to serve as Election Workers. We need folks to cover shifts during Absentee Voting, Mondays through Fridays, September 22nd to October 6th, and on Election Day. Full days are preferred, half-days can be accommodated, training is included, and it’s a paid gig at \$20 per hour. This is a great way to be involved in the democratic process, say hello to folks you haven’t seen in a while, and make a little money for the holidays or your winter getaway! Contact the Clerk’s office for more information.

Candidacy Filing is Open for City Council Seats

Did you love reading this report? Do you enjoy knowing what’s happening in the City, and feel like you’re ready to get more involved? Well, this is your chance!!! Candidacy filing is open for two City Council seats for three-year terms each and one City Council seat for a one-year term. Candidacy filing forms are available online and at the City Clerk’s office. Feel free to reach out if you have questions. The filing period closes at 4:30 p.m. on Friday August 15th and election day is October 7th.

City Manager Meetings and Events:

August 4th- Meeting with citizen about tsunamis and the emergency warning system

August 5th – Kenai Peninsula Borough Assembly Meeting in Homer

And, ongoing weekly meetings with Departments, Mayor and Councilmembers, and City Attorney

Attachments:

- Updated Financial Reporting Schedule
- Memo from Finance Re: Capital Project Completions and Closures
- Draft Mid-Biennium Budget Adjustments Schedule
- Election Worker Flier
- Employee Anniversaries for August

City of Homer
Financial Reporting Schedule
for Calendar Year 2025

Dates	Event
1/13/2025	
1/27/2025	Monthly FY25 Year-To-Date (YTD) Report
2/10/2025	FY25 2nd Quarter Report
2/24/2025	Monthly FY25 YTD Report
3/10/2025	
3/24/2025	Monthly FY25 YTD Report
4/14/2025	
4/28/2025	Monthly FY25 YTD Report
5/12/2025	FY25 3rd Quarter Report
5/27/2025	Monthly FY25 YTD Report
6/9/2025	
6/23/2025	Monthly FY25 YTD Report
7/28/2025	Monthly FY25 Year-End Report - Preliminary
8/11/2025	
8/25/2025	Monthly FY26 YTD Report
9/8/2025	FY25 4th Quarter Report
9/22/2025	Monthly FY26 YTD Report
10/13/2025	
10/27/2025	Monthly FY26 YTD Report
11/10/2025	
11/24/2025	FY26 1st Quarter Report*; Monthly FY26 YTD Report

*FY26 1st Quarter Report would be reported in 1st meeting in December, but it has been cancelled for Calendar Year 2025



MEMORANDUM

Homer Accelerated Roads and Trails (HART) Capital Project Completions and Closures

Item Type: Informational Memorandum
Prepared For: Mayor Lord and City Council
Date: August 7, 2025
From: Elizabeth Fischer, Finance Director
Through: Melissa Jacobsen, City Manager

This informational memo is to provide to Council a summary of Homer Accelerated Roads and Trails (HART) Roads and HART Trails Capital Projects that are completed. This list was collaboratively compiled with Finance and Public Works. Each listed project either balanced to zero or came in under budget and the remainder has been returned to the Funds' unencumbered balance. There are no current projects that are over budget.

160 HART Roads:

- Master Transportation Plan Update – complete
 - \$185,368 appropriated under ORD 22-38
 - Balance \$5,402 returned to Fund balance
- Kachemak Peatlands Property Purchase – change in project scope
 - \$418,100 appropriated under ORD 23-23(A-3) FY24/25 Capital Budget
 - Balance \$418,100 returned to Fund balance
- Ben Walters Sidewalk Construction - complete
 - \$1,700,000 appropriated under ORD 23-23(A-3) FY24/25 Capital Budget
 - Balance \$340,499 returned to Fund balance
- Bunnell Ave Road Restoration Project Design – unused contingency funds
 - \$50,000 appropriated under ORD 23-23(A-3) FY24/25 Capital Budget
 - Balance \$50,000 returned to Fund balance
- Green Infrastructure Research Appraisals – closed w/Peatlands Property
 - \$50,000 appropriated under ORD 24-24(A) Mid-Biennium
 - Balance \$50,000 returned to Fund balance

- Green Infrastructure Research – closed w/Peatlands Property
 - \$10,000 appropriated under ORD 24-24(A) Mid-Biennium
 - Balance \$10,000 returned to Fund balance
- Speed Monitoring Devices – complete
 - \$40,000 appropriated under ORD 24-46
 - Balance \$8,429 returned to Fund balance
- Safe Streets 4 All Grant Match – complete
 - \$14,510 appropriated under ORD 24-49
 - Balance \$0

165 HART Trails:

- Trailhead Improvements – change in plans
 - \$12,000 appropriated under ORD 23-23(A-3) FY24/25 Capital Budget
 - Balance \$12,000 returned to Fund balance
- Lee Avenue Trail – complete
 - \$20,000 appropriated under ORD 23-23(A-3) FY24/25 Capital Budget
 - Balance \$6,560 returned to Fund balance
- Diamond Creek/Highway Underpass Preliminary Design – complete
 - \$25,000 appropriated under ORD 24-06(A)
 - Additional \$3,200 appropriated under ORD 25-29
 - Balance \$55 returned to Fund balance

Next steps for ongoing projects:

Finance, Public Works, and the City Manager meet weekly to discuss PW related ongoing project statuses and needs. This memo is a result of those meetings and we plan to bring forward future updates on a quarterly basis. Any future projects that go over budget will come forward as separate budget amendment and appropriation ordinances with corresponding memos.

City of Homer
Preliminary Mid-Biennium Budget Development Schedule
for Fiscal Year 2026 and 2027

Dates	Event
8/11/2025	Preliminary Mid-Biennium Budget Development Schedule delivered to Council
11/10/2025	Worksession - Mid-Biennium Budget
11/24/2025	Regular Meeting - Public Hearing - Mid-Biennium Budget Development Schedule delivered to Council
Beginning of December 2025	Begin Mid-Biennium Budget conversations with departments
1st Meeting February 2026	Worksession - Reserved for Budget Discussions
2nd Meeting February 2026	Worksession - Reserved for Budget Discussions
1st Meeting March 2026	City Manager's Proposed Mid-Biennium Budget and Utility Rate Model to Council
2nd Meeting March 2026	Committee of the Whole, Council to discuss mid-biennium budget
	Regular Meeting - to introduce Budget Ordinance and Fee/Tariff Ordinances
1st Meeting April 2026	Committee of the Whole, Council to discuss mid-biennium budget
	Regular Meeting - Public Hearing
2nd Meeting April 2026	Regular Meeting - Public Hearing & Adopt FY26/27 Mid-Biennium Budget and Utility Rate Model for FY27



Help Insure That Every Vote Counts

Play Your Part – Become an Election Worker

**We're Hiring
Local Election
Workers**

**Full or Part time
Sept 22 – Oct 7, 2025**



Contact the City Clerk's Office
907-235-3130 or
clerk@cityofhomer-ak.gov

283





MEMORANDUM

Employee Anniversaries for August 2025

Item Type: Informational Memorandum
Prepared For: Mayor Lord and City Council
Date: August 11, 2025
From: Andrea Browning, HR Director
Through: Melissa Jacobsen, City Manager

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Winnifred Wade	Police	3	Years
Japheth McGhee	Port	2	Years
Paige Jones	Fire	1	Year
Alex Miller	Fire	1	Year

Questions & DRAFT Responses from 6/23 City Council Work Session

Port Property Associate Response, working with Lease Team (Administrative Supervisor, Port Director and City Manager)

Questions	Response
Staffing and long-term management - this is unrelated to current staffing, but my understanding is that City leasing has a long history of getting passed between departments. Is it reasonable to consider codifying a lease oversight department, instead of broadly "City Manager", with a goal of consistency and institutional knowledge?	<p>City created a dedicated Port Property Associate (PPA), who working with a Lease Team (City Manager, Port Director and Administrative Supervisor), is addressing historically lacking issues such as consistency.</p> <p>It is not standard practice to codify divisions. Under the Port and Harbor the dedicated position, rather than ‘other duties as assigned’ accomplishes what you are asking for.</p>
Facilitation of decision-making with the Council & PHAC in a complex space - some kind of training document that provides a 101, etc	The PPA will prepare this for a joint session tentatively scheduled for January or February of 2026.
It's great to hear that there is so much happening with improving the leasing process within the City staff. Are written SOPs being developed to aim for consistency in engaging with potential/interested and current lessees?	<p><u>Yes.</u></p> <ul style="list-style-type: none"> • Currently we recording information in MS OneNote when obtaining new information regarding aspects of leases. • Adding consistency to the application and review process (potential/interested). More work needed in having information more readily available online. • Use of a CRM ensures that institutional knowledge and the history of relationship are preserved.
Enforcement and clarity of performance standards	<p>Does the term ‘performance standards’ mean the same thing to everyone?</p> <p>Utilizing City Staff’s understanding, performance standards (those elements identified in the Leases as required of the Lessee – primarily Lease Property usage or purpose and ‘improvements’ as required in the Leases) the City is working toward greater clarification and enforcement with both Leases and Subleases. There is much to do, but current activities include communication with the Council & PHAC, changing portions of the Lease and Code to be more in line with reality. City Council adoption of the recommendations will help in this process.</p> <p>A problem: Currently one option to deal with lack of compliance – the BIG hammer of termination. Having a financial ‘incentive’ that could be used</p>

	for less than major non-compliance would be helpful. Council Adoption to codify such action would be helpful.
Jason brought up the reassignment process, and asking how we determine we're meeting the maximum use for the City?	<p><u>Options:</u></p> <ul style="list-style-type: none"> • Longer lease terms with increased required improvements. • Limit assignment to change of ownership of the same business, not for different uses. • Limit assignment to the same Term (not extended) • Referencing Appraisals and possible discussion with appraisers regarding value as determined by income potential or other considerations. • Raise the bar to exercise the two extension options often included in the lease. • In short, send more Lease Properties to RFP and taking steps to increase competition. • Consider lowering the RFP Application fee or a full or partial refund when a business is not selected, or other options. • Also, consider better ways to advertise RFP's to target audiences. • How / should the RFP application process be simplified to reduce 'friction' or hesitancy to apply.
It would be great to get an overview/understanding of how the whole building ownership on City leased land works, maybe examples from other places? It boggles my brain to think of the long-term ramifications of that kind of set-up.	<p>Agreed! We will provide more information in an upcoming City Council packet.</p> <p><u>Process:</u></p> <ul style="list-style-type: none"> • Gather examples from Kenai, Juneau and Seward. • Communication with the City Attorney to narrow options. Discuss with the City Attorney why the Lease is written as it is. What factors do we consider when deciding between these options: 1. removing buildings then RFP, 2. allowing the new Lessee to own the buildings on the RFP land, 3. using a non-competitive or new Lease.
How many leases, and subleases, does the City currently manage? How many vacate properties do we have available for lease?	<p><u>Numbers of Leases, Subleases (60 total):</u></p> <ul style="list-style-type: none"> • 28 Spit Leases (24 entities) • 26 Spit Subleases (under 9 Leases) • 1 Spit License Agreement • 2 Airport Subleases • 2 Airport Subleases in process for existing uses to comply with SOA, DOT&PF regulations • 1 Airport License Agreement



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov
(p) 907-235-8121 x2222
(f) 907-235-3148

Memorandum

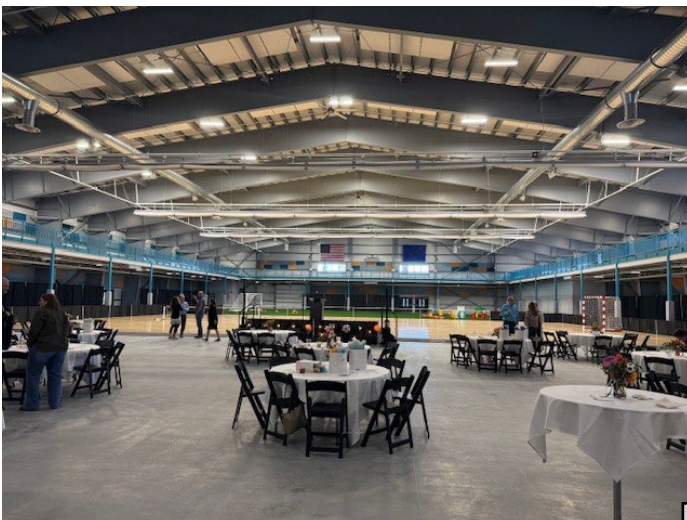
TO: Mayor Lord and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: August 20, 2025
SUBJECT: City Manager's Report for August 25, 2025 Council Meeting

Water and Wastewater Master Plan

In 2023 Council authorized the City to apply for two loans through the Alaska Department of Environmental Conservation State Revolving Loan Fund for a Water Master Plan Update and a Wastewater Master Plan update. The legislation is Resolution 23-094 and 23-095 and attached for quick reference. According to the legislation the existing Water and Wastewater Master Plans were completed in 2006 with a 20-year planning horizon. Through the loan process the City was awarded \$75,000 in principle forgiveness for each loan, \$150,000 total. It's been almost three years and we're at risk of having these fall off the Intended Use Plan, so Public Works is planning to put this out for RPF as one project for both plans to realize some savings. In the event it creeps over \$150,000 it will require a budget amendment that would be split between the water and wastewater CARMA funds.

Soldotna Field House

On August 15th I attended the opening reception for the new Soldotna Field House and walked away inspired. Their work on this vision began in 2000 and after many years of not giving up they have constructed a 54,000 square foot pre-engineered metal building designed to serve as an athletic and community event facility with a multi-purpose sport court, removable turf field, and an ADA-accessible elevated walking and jogging track. The facility is designed to maximize flexibility and is large enough to host statewide tournaments and other major events. I encourage stopping by and taking a look when you're in the Soldotna area.



Homer Multi-Purpose Community Recreation Center, what's next?

Ordinance 25-46(A) that proposed a ballot proposition asking the voters to approve a 0.3% sales tax for the purpose of funding a multi-purpose community recreation center in Homer failed at the last Council meeting. After visiting the Soldotna Field House and learning more about their process I'd like to bring back some possible next steps for Council to keep the momentum moving while this remains a Council priority.

Multi-Purpose Community Recreation Building Non-Endowed Field of Interest Fund

Resolution 25-049 authorized the City Manager to work with the Homer Foundation on establishing a non-endowed field of interest fund for the future community recreation building. The Homer Foundation Board has asked that the City advise them what the alternate plan for the fund will be if the community recreation building is not built. A possible recommendation is Community Recreation Programming and Equipment. Looking forward to Council's input at the meeting.

Homer Electric Property

The Homer Electric Association (HEA) property on Snowbird/Lake Street did not sell in their recent bid process. I spoke with their Chief Operating Officer last week and he explained that given the value of the property, they would be willing to consider a land trade if the City has property of similar value. HEA's minimum bid for the lot was \$965,000. If Council would like to talk more about this, I can work with Community Development and bring something back in September. If not, we can shift focus back to consideration of the City owned property in the Town Center area, or others as directed.

City Manager Meetings and Events:

August 15th – Soldotna Field House Opening Reception

August 19th – Employee Appreciation Picnic

August 20th – Meeting with KPB, Homer Trails Alliance, and City Council Members and Staff

And, ongoing weekly meetings with Departments, Mayor and Councilmembers, and City Attorney

Attachments:

- Resolutions 23-094 and 23-095, and back up memorandums
- Resolution 25-049
- Memorandum re: Annual Destruction of Inactive Records

CITY OF HOMER
HOMER, ALASKA

City Manager/
Public Works Director

RESOLUTION 23-094

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
AUTHORIZING THE CITY MANAGER TO APPLY FOR AN ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION STATE
REVOLVING LOAN FUND LOAN FOR THE WATER MASTER PLAN
UPDATE.

WHEREAS, The City has been offered an Alaska Department of Environmental
Conservation (ADEC) Principal Forgiveness Subsidy for the Water Master Plan Update in the
amount of \$37,500; and

WHEREAS, It is necessary to submit a loan application to ADEC to lock in the Principal
Forgiveness Subsidy; and

WHEREAS, The estimated cost of the Water Master Plan Update is \$80,000; and

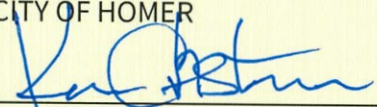
WHEREAS, Homer's existing Water Master Plan was developed in 2006 and an update is
necessary to plan for increased water demand; and

WHEREAS, Upon notification of award, an ordinance will come before Council
accepting the loan and appropriating it and any additional funds necessary to complete the
project.

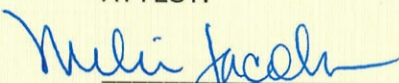
NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska hereby
authorizes the City Manager to apply for An Alaska Department of Environmental Conservation
State Revolving Loan Fund Loan for the Water Master Plan.

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

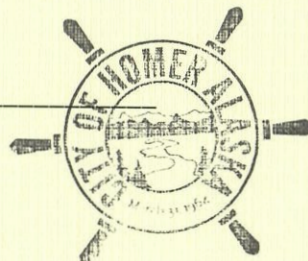
CITY OF HOMER


KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK



Fiscal Note: N/A



MEMORANDUM

Resolution 23-094, A Resolution of the City Council of Homer, Alaska Authorizing the City Manager to Apply for an Alaska Department of Environmental Conservation (ADEC) FY24 State Revolving Loan Fund Loan for the Water Master Plan Update. City Manager/Public Works Director.

Item Type: Backup Memorandum
Prepared For: City Council
Date: September 5, 2023
From: Janette Keiser, PE, Public Works Director/City Engineer
Through: Rob Dumouchel, City Manager

I. Issue: The purpose of this Memorandum is to request authorization to apply for an Alaska Department of Environmental Conservation (ADEC) Loan in the amount of \$80,000 to update the Water Master Plan.

II. Background:

We've received an update from the Alaska Department of Environmental Conservation (ADEC) about the FY24 Intended Use Plan for the State Revolving Loan Fund (SRF) and related Principal Forgiveness Subsidies. There is good news. The City's been offered Principal Forgiveness Subsidies for several important projects. One of them is a Water Master Plan Update.

Homer's existing Water Master Plan was developed in 2006, with a planning horizon of 20 years. In some ways, this 2006 report is still timely. The population was projected to be 9,699 people in 2020. It is 2023 and we have not reached that population within Homer's city limits. The average demand for water was projected to reach 1,330,000 gallons per day in 2021. In 2022, our Average Daily Flow was 533,000 gallons per day, with a Daily Maximum Flow of 1,138,000 gallons. However, change has occurred and is likely to continue.

Homer is contemplating the expansion of its Port facilities, which could increase water demand. The areas outside Homer's city limits are expanding and substantial amount of that expansion relies on water trucked from Homer. The Water Master Plan states,

"If the water source were to shut down, the community would have sufficient storage for approximately 3.3 days during the summer, assuming the Water Treatment Plant has a power

supply...Sometime after 2016, a supplemental reservoir may be required to provide additional water to the system in the event of a low flow event (drought)."

Droughts do happen. It was a drought that caused Seldovia to run out of water in 2018 and require water to be transported from Homer to Seldovia.

We have already begun looking further into the future. For the past three years, Homer has been working with the Kachemak Bay National Estuarine Research Reserve (KBNERR) to develop a groundwater map and budget for the groundwater affecting the Bridge Creek Reservoir, Homer's only water source and its weakest link. KBNERR's report will be submitted soon and we need help putting their research into context with our long term water plans as well as calibrate our water plans with the effects of climate change. An update to the Water Master Plan would help us accomplish these efforts, thereby substantially improving the resilience and security of the City's water distribution system.

We've been offered a Principal Forgiveness Subsidy in the amount of \$37,500 for a Water Master Plan Update. The estimated cost is \$80,000. It is necessary to submit a loan application to the ADEC in order to "lock in" the Principal Forgiveness Subsidy. Once we the loan is offered to us, we will present Council with an ordinance appropriating the funds.

III. RECOMMENDATIONS: That the City Council authorize the City Manager to apply for a \$80,000 loan from the ADEC for the Water Master Plan Update.

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Public Works Director

RESOLUTION 23-095

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
AUTHORIZING THE CITY MANAGER TO APPLY FOR AN ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION STATE
REVOLVING LOAN FUND LOAN FOR THE WASTE WATER MASTER
PLAN UPDATE.

WHEREAS, The City has been offered a Alaska Department of Environmental
Conservation (ADEC) Principal Forgiveness Subsidy for the Waste Water Master Plan Update in
the amount of \$75,000; and

WHEREAS, It is necessary to submit a loan application to ADEC to lock in the Principal
Forgiveness Subsidy; and

WHEREAS, The estimated cost of the Waste Water Master Plan Update is \$80,000; and

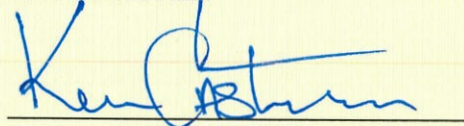
WHEREAS, Homer's existing Waste Water Master Plan was developed in 2006 and an
update is necessary to plan for increased demand on the Waste Water Treatment Plant; and

WHEREAS, Upon notification of award, an ordinance will come before Council
accepting the loan and appropriating it and any additional funds necessary to complete the
project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska hereby
authorizes the City Manager to apply for An Alaska Department of Environmental Conservation
State Revolving Loan Fund Loan for the Waste Water Master Plan.

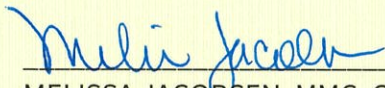
PASSED AND ADOPTED by the Homer City Council this 11th day of September, 2023.

CITY OF HOMER



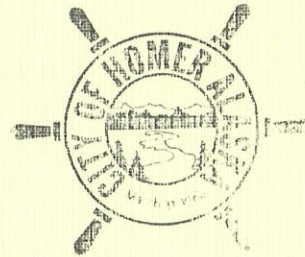
KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: N/A





MEMORANDUM

**Resolution 23-095, A Resolution of the City Council of Homer, Alaska Authorizing the City Manager to Apply for an Alaska Department of Environmental Conservation (ADEC) FY24 State Revolving Loan Fund Loan for the Waste Water Master Plan Update.
City Manager/Public Works Director.**

Item Type: Backup Memorandum
Prepared For: City Council
Date: September 5, 2023
From: Janette Keiser, PE, Public Works Director/City Engineer
Through: Rob Dumouchel, City Manager

- I. **Issue:** The purpose of this Memorandum is to request authorization to apply for a loan from the Alaska Department of Environmental Conservation (ADEC) in the amount of \$80,000 to update the Waste Water Master Plan.

II. **Background:**

We've received an update from the Alaska Department of Environmental Conservation (ADEC) about the FY24 Intended Use Plan for the State Revolving Loan Fund (SRF) and related Principal Forgiveness Subsidies. There is good news. The City's been offered Principal Forgiveness Subsidies for several important projects. One of them is a Waste Water Master Plan Update.

Homer's existing Waste Water Master Plan was developed in 2006, with a planning horizon of 20 years. In some ways, this 2006 report is still timely. The population was projected to be 9,699 people in 2020. It is 2023 and we have not reached that population within Homer's city limits. The Waste Water Treatment Plant (WWTP) has a design capacity of 880,000 gallons per day, peak flow. In 2006, the average daily flow was 390,000 gallons per day. Today, we are running at over 50% capacity,. However, change has occurred and is likely to continue.

Homer is contemplating the expansion of its Port facilities, which could increase demand on the WWTP. The areas outside Homer's city limits are expanding and some of that expansion trucks septic tank septage to Homer. We've been making substantial investments to renovate the WWTP systems – clarifiers, blowers and more. We need to know what the overall affect is on the continued longevity of our system. Further, Homer is still experiencing high rates of Inflow & Infiltration (I & I), which directs drainage from roof drains, footing drains and leaking manholes to enter the sewer pipe

lines, causing the WWTP to treat clean water. There are days when we run at capacity due to I & I. Further, regulations have changed over the past few years, making our discharge permit's operating parameters more stringent. We see this trend continuing as time goes by.

We've been offered a Principal Forgiveness Subsidy in the amount of \$75,000 for a Sewer Master Plan Update. The estimated cost is \$80,000. It is necessary to submit a loan application to the ADEC in order to "lock in" the Principal Forgiveness Subsidy. Once the loan is offered to us, we will present Council with an ordinance appropriating the funds.

III. RECOMMENDATIONS: That the City Council authorize the City Manager to apply for an ADEC loan in the amount of \$80,000 for the Sewer Master Plan Update.

**CITY OF HOMER
HOMER, ALASKA**

Erickson

RESOLUTION 25-049

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
ESTABLISHING A COMMUNITY RECREATION CENTER NON-
ENDOWED FIELD OF INTEREST FUND WITH THE HOMER
FOUNDATION, OUTLINING THE PROCESS FOR OVERSIGHT OF
THOSE FUNDS AND AUTHORIZING THE CITY MANAGER TO
NEGOTIATE AND EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The Homer City Council wishes to provide a mechanism whereby members of the general public and other grantors may provide financial assistance to support the development of a Community Recreation Center; and

WHEREAS, Building a new Community Recreation Center is a City Council and community priority; and

WHEREAS, Community Recreation Center Non-Endowed Field of Interest Fund will provide a mechanism whereby members of the general public or other grantors may provide financial assistance to support the creation of a Community Recreation Center; and

WHEREAS, A non-endowed fund is intended to be a long term fund to meet the immediate and ongoing needs of the community; and

WHEREAS, The Homer Foundation manages endowment funds on behalf of individuals and organizations, including the City of Homer; and

WHEREAS, It is appropriate to have guidelines for the expenditure of donor funds so that donors are encouraged to donate to the fund and have some assurances their intent will be followed.

NOW, THEREFORE, BE IT RESOLVED that the City of Homer, establishes a Community Recreation Center Non-Endowed Field of Interest Fund through the Homer Foundation and authorizes the City Manager to negotiate and execute the appropriate documents.

BE IT FURTHER RESOLVED that the City Council will direct on expenditures from the Community Recreation Center Non-Endowed Field of Interest Fund Revenue according to the following guidelines:

- a. Infrastructure and site preparation, including engineering and design
- b. Facility engineering and design
- c. Community Recreation Center construction

- d. Other needs deemed relevant by Council specific to the completion of a Community Recreation Center.

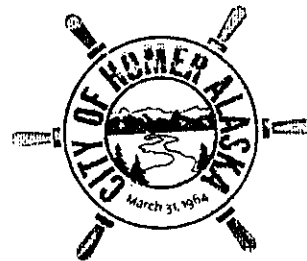
PASSED AND ADOPTED by the Homer City Council this 12th day of May, 2025.

CITY OF HOMER


RACHEL LORD, MAYOR

ATTEST:


RENEE KRAUSE, MMC, CITY CLERK



Fiscal note: \$10,000 minimum funding amount



MEMORANDUM

Resolution 25-049, A Resolution of the City Council of Homer, Alaska, Establishing a Community Recreation Building Non-Endowed Field of Interest Fund with the Homer Foundation and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. Erickson.

Item Type: Backup Memorandum
Prepared For: Mayor Lord and City Council
Date: May 12, 2025
From: Shelly Erickson, Councilmember

As the City moves forward with the Community Recreation Center (REC Center) project, it is important to start looking at the funding for the project. It is very important that the City provides the community, as a whole, the ability to donate to the REC Center project, and rally around this great cause. Creating the fund will provide the Community with event fundraising and personal donations opportunities.

The Homer Foundation offers a program where the community, as individuals and organizations, can deposit money for this project. The program allows for tax deductible donations, along with fund raisers, and potential fund pledge drives (which could be billed and collected through the foundation). These funds would be used only for the hard assets of the building and sports equipment.

The City would need to deposit a minimum of \$10,000 for the initial creation of the fund, and then the community could deposit their donations through the Foundation. This is a non-endowed fund, meaning that the REC Center project would have access to all of the money. It will be managed by the Foundation under the guidelines established.

While the City does not know what the costs for the building and equipment will be, a starting goal of \$3 million dollars would be great.

Recommendation:
Adopt Resolution 25-049.



MEMORANDUM

Annual Destruction of Inactive Records

Item Type: Informational Memorandum
Prepared For: Mayor Lord and City Council
Date: August 25, 2025
From: Zach Pettit, Deputy City Clerk II
Through: Melissa Jacobsen, City Manager

In accordance with HCC 2.08.010(g), the City Clerk's office has completed the annual inactive records destruction process.

On June 5, 2025, Department Heads were notified of the inactive records that were eligible for destruction, and as a result, 146 boxes of records were approved, pulled, and staged in the Council Chambers. Arctic Shred of Anchorage, Alaska performed on-site shredding of 3650 pounds of inactive records on July 25, 2025.

Arctic Shred travels from Anchorage to the Peninsula annually to provide their on-site service and then brings the shredded materials to their facility in Anchorage for appropriate disposal. This is the City Clerk's Office second year working with Arctic Shred for our inactive records destruction.

Copies of the Inactive Records Storage Forms and memorandums approving destruction are available in the City Clerk's office for review.

To date, the City Clerk's office has received 25 boxes of inactive records from various city departments, and those boxes have been logged in and stored in the storage areas located within City Hall. That number will likely increase by a minimum of 30 boxes as we approach years end.