



## Agenda

### Planning Commission Regular Meeting

Wednesday, July 16, 2025 at 6:30 PM

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

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#### Homer City Hall

491 E. Pioneer Avenue  
Homer, Alaska 99603  
[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

#### Zoom Webinar ID: 979 8816 0903 Password: 976062

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

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#### CALL TO ORDER, 6:30 P.M.

#### AGENDA APPROVAL

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

#### RECONSIDERATION

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

- A. Unapproved Regular Meeting Minutes of June 18, 2025
- B. Cooper Subdivision 2023 Replat Extension Request
- C. Decisions and Findings CUP 25-01, 1231 Ocean Drive

#### PRESENTATIONS / VISITORS

- A. Capital Improvement Plan, Jenny Carroll, Special Projects & Communications Coordinator  
Memorandum PC-25-036 from Special Projects & Communications Coordinator as backup.

#### REPORTS

- A. City Planner's Report, Staff Report 25-33

#### PUBLIC HEARINGS

#### PLAT CONSIDERATION

- A. Pioneer Vistas Unit #6 - Young Replat Preliminary Plat, Staff Report 25-34

## **PENDING BUSINESS**

## **NEW BUSINESS**

- [A.](#) Title 21 Code Re-Write Update
- B. Capital Improvement Plan Recommendation - *Refer to* **PRESENTATIONS/VISITORS**, Item A.

## **INFORMATIONAL MATERIALS**

- [A.](#) 2025 Planning Commission Calendar
- [B.](#) 2025 Planning Commission Meeting Dates & Submittal Deadlines

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

## **COMMENTS OF THE STAFF**

## **COMMENTS OF THE MAYOR/COUNCIL**

## **COMMENTS OF THE COMMISSION**

## **ADJOURNMENT**

Next Regular Meeting is **Wednesday, August 6, 2025 at 6:30 p.m.** A Worksession is scheduled for 5:30 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission

**CALL TO ORDER**

Session 25-11, a Regular Meeting of the Planning Commission was called to order by Chair Scott Smith at 6:30 p.m. on June 18<sup>th</sup>, 2025 in the Cowles Council Chambers in City Hall, located at 491 E. Pioneer Avenue, Homer, Alaska, and via Zoom Webinar.

**PRESENT:** COMMISSIONERS BARNWELL, VENUTI, S. SMITH, SCHNEIDER, STARK, & H. SMITH

**STAFF:** CITY PLANNER FOSTER & DEPUTY CITY CLERK PETTIT

**AGENDA APPROVAL**

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

SCHNEIDER/BARNWELL MOVED TO ADOPT THE AGENDA AS AMENDED.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

**PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**

Scott Adams, city resident, shared his support for the proposed location for a new community recreation center near Alice's Champagne Palace. He noted concerns he had regarding inadequate room for parking.

**RECONSIDERATION**

**CONSENT AGENDA**

- A. Unapproved Regular Meeting Minutes of May 21, 2025

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

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

**PRESENTATIONS/VISITORS**

- A. Proposed New Multi-Use Community Recreation Center  
Site Selection Presentation by Community Recreation Manager Mike Illg

Community Recreation Manager Illg presented to the Commission on the proposed location for a new multi-use community recreation center. He fielded questions from the Commission regarding other site options, examples of self-sustaining recreation programs around Alaska, and nearby landowners to the proposed site.

## REPORTS

### A. City Planner's Report, Staff Report 25-031

City Planner Foster reviewed his staff report included in the packet, covering the following items:

- Comprehensive Plan update
- Adoption of Ordinance 25-36, Ordinance 25-37, and Resolution 25-052
- Next Regular Meeting is scheduled for July 16<sup>th</sup>, 2025
- Next Commissioner report to City Council on June 23<sup>rd</sup>, 2025 (Commissioner Barnwell)

## PUBLIC HEARINGS

### A. Staff Report 25-032, Conditional Use Permit 25-01 to Construct a 6000 sf Building at 1231 Ocean Drive

Chair S. Smith introduced the item by reading of the title and deferred to City Planner Foster, who provided a summary review of his report included in the packet.

Chair S. Smith opened the floor for the Applicant. Brett Stevenson noted that he was the general manager of All Seasons Honda, and thanked the Commission for its time and consideration.

Chair S. Smith then opened the public hearing period. With no members of the public wishing to provide comment, Chair S. Smith closed the public hearing period.

Chair S. Smith opened the floor for questions from the Commission.

Commissioner H. Smith questioned the Applicant if there was any consideration given to abandoning the lot line and combining the two parcels to avoid the CUP process. Mr. Stevenson stated that it was considered, but that the timing didn't allow for it given that he wants to get the property shelled in before the snow starts falling later this year.

BARNWELL/H. SMITH MOVED TO ADOPT STAFF REPORT 25-032 AND RECOMMEND APPROVAL OF CUP 25-01 WITH FINDINGS 1-10 AND THE FOLLOWING CONDITIONS:

1. A FINAL PARKING PLAN DEMONSTRATING COMPLIANCE WITH HCC 21.55 MUST BE SUBMITTED WITH THE ZONING PERMIT APPLICATION.
2. OUTDOOR LIGHTING MUST BE DOWN LIT PER HCC. 21.59.030 AND THE CDM.
3. SITE PLAN SHOULD SHOW NEW E STREET APPROACH LOCATION AND DIMENSIONS AND CULVERT PIPE AS WELL AS THE EAST SIDE EXISTING DITCH THAT WILL BE PROTECTED AND ACCESSIBLE FOR FUTURE CITY MAINTENANCE.

Commissioner H. Smith stated that he would feel better with a shared parking agreement as part of the conditions. City Planner Foster noted that the final parking plan referenced in condition one also includes a signed parking agreement between the properties.

Commissioner S. Smith questioned which lot the existing utilities are accessed from. Mr. Foster provided that the utilities are accessed from 1231 Ocean Drive.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

## **PLAT CONSIDERATION**

## **PENDING BUSINESS**

## **NEW BUSINESS**

- A. Title 21 Code Re-Write Update: Conditional Use Permit, New Districts, and District Consolidation Recommendations

Chair S. Smith introduced the item by reading of the title and opened the floor for Shelly Wade of Agnew::Beck and Erin Perdu of Stantec. Together they presented to the Commission, discussing the following topics:

- Project schedule and goals
- Engagement update
- CUP recommendations
- Housing type recommendations
- Zoning districts
- Next steps

- B. Multi-Use Community Recreation Center Site Selection Recommendation

Chair S. Smith introduced the item by reading of the title and opened the floor for continued discussion regarding the site for the community recreation center.

H. SMITH/VENUTI MOVED TO FORWARD A RECOMMENDATION THAT CITY COUNCIL EXPLORE OTHER LAND OPTIONS FOR THE MULTI-USE COMMUNITY RECREATION CENTER AND ENGAGE IN A PROCESS THAT PRODUCES SPECIFIC DATA THAT PROVIDES TANGIBLE COMPARABLES THAT ALLOW US TO MAKE A MORE INFORMED RECOMMENDATION.

There was brief discussion regarding the lengthiness and clarity of the motion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

## **INFORMATIONAL MATERIALS**

- A. Email from Chris Story re: Consideration of Allowing Banner and Feather Style Signage
- B. 2025 Annual Calendar
- C. 2025 Meeting Submittal Deadlines

Chair S. Smith noted the informational materials, and encouraged anyone who hadn't already read Chris Story's email to do so.

**COMMENTS OF THE AUDIENCE**

**COMMENTS OF THE STAFF**

City Planner Foster thanked everyone for their hard work.

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

**COMMENTS OF THE MAYOR/COUNCILMEMBER** (If Present)

**COMMENTS OF THE COMMISSION**

Commissioner Venuti stated that it was a good meeting.

Commissioner H. Smith noted that he was sorry to see Commissioner Conley go. He bid farewell to Commissioner Stark and thanked him for his service on the Commission, noting that it's not always a ceremonious end. He thanked everyone for a good meeting and welcomed back Deputy City Clerk Pettit from his recent training in Tacoma, Washington.

Commissioner Stark thanked City Staff and the rest of the Commission for the work it does.

Commissioner Schneider praised everyone for their work, and gave specific thanks to Mr. Stark for his time spent serving the Commission.

Commissioner Barnwell shared that it was a good meeting and thanked Mr. Stark for his service, adding that planning isn't easy. He thanked the rest of the Commission and City Staff.

Commissioner S. Smith shared that he was shocked to hear that the Commission would be losing Mr. Stark. He thanked Mr. Stark for the years he spent serving on the Commission. He alluded to a document honoring former Planning Commissioner Roberta Highland.

**ADJOURN**

There being no further business to come before the Commission, Chair Scott Smith adjourned the meeting at 9:04 p.m. The next Regular Meeting is scheduled for **Wednesday, July 16<sup>th</sup>, 2025 at 6:30 p.m.** A Worksession is scheduled for 5:30 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.

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Zach Pettit, Deputy City Clerk II

Approved:\_\_\_\_\_



## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

[Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)

(p) 907-235-3106

(f) 907-235-3118

### Memorandum 2025 – 035

TO: Homer Advisory Planning Commission  
FROM: Ryan Foster, City Planner  
DATE: July 16, 2025  
SUBJECT: Time Extension Request for Cooper Subdivision 2023 Replat

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Surveyor Stephen Smith has submitted a time extension request for the Cooper Subdivision 2023 Replat preliminary plat. He has noted that the City of Homer requires that water and sewer services be installed to both lots in the Subdivision. A water main was recently constructed and services have not been installed as of this date. The KPB plat approval time limit is expiring on August 14, 2025.

Staff has no objection to the extension to allow for the completion and recording of the plat. After the Homer Advisory Planning Commission makes a recommendation, Mr. Smith will submit the request for extension to the Kenai Peninsula Borough for their action.

**Requested action:** Recommend approval of a two-year time extension request for Cooper Subdivision 2023 Replat.

**Attachments:**

Subdivision time extension request form

Cooper Subdivision 2023 Replat Preliminary Plat

Kenai Peninsula Borough Planning Department  
144 North Binkley Street  
Soldotna, Alaska 99669  
Phone: (907) 714-2200  
Fax: (907) 714-2378

### TIME EXTENSION REQUEST FORM

☐ Name of Subdivision: Cooper Subdivision 2023

☐ Location of Subdivision: Mile 2.3 East End Road Homer

☐ KPB Number: 2023-082

☐ Date of Planning Commission Approval(s)

8/14/2023

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

☐ Reason for time extension request.

The City of Homer requires that water and sewer services be installed to both lots in the

Subdivision. A water main was recently constructed and services have not been installed

as of this date.

\_\_\_\_\_

\_\_\_\_\_

Date: 6/19/2025

Signature of Surveyor/Property Owner:

Stephen C. Smith



1. BASIS OF BEARING FOR THIS SURVEY WAS DETERMINED BY A HIGH PRECISION GPS SURVEY USING TOPCON DUAL-FREQUENCY HiPer V RECEIVERS, DIFFERENTIALLY CORRECTED AND PROCESSED WITH MAGNET OFFICE VERSION 3.1 SOFTWARE. NAD83 ALASKA STATE PLANE GRID COORDINATES (U.S. SURVEY FEET) OBTAINED FROM THE GPS OBSERVATIONS WERE BASED ON THE NGS PUBLISHED VALUES FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" (PID TT0155).

2. TRUE BEARINGS AND DISTANCES WERE DETERMINED BY ROTATING AND SCALING FROM GRID USING FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" AS A SCALING POINT. TRUE BEARINGS WERE DETERMINED BY ROTATING GRID INVERSE AZIMUTHS  $-1^{\circ}17'13.4''$ . TRUE DISTANCES WERE OBTAINED BY DIVIDING GRID INVERSE DISTANCES BY 0.999986696.

3. THE RESULTING SCALED COORDINATES WERE TRANSLATED TO A LOCAL COORDINATE SYSTEM BASED ON FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" N=100,000 E=100,000. ALL COORDINATE VALUES REPRESENT GROUND DISTANCES IN U.S. SURVEY FEET ORIENTED TO TRUE NORTH.

4 NO PERMANENT STRUCTURE SHALL BE CONSTRUCTED OR  
PLACED WITHIN A UTILITY EASEMENT WHICH WOULD  
INTERFERE WITH THE ABILITY OF A UTILITY TO USE THE  
EASEMENT.

5. PROPERTY IS SUBJECT TO CITY OF HOMER REGULATIONS. CHECK WITH HOMER PLANNING PRIOR TO ANY DEVELOPMENT ACTIVITIES.

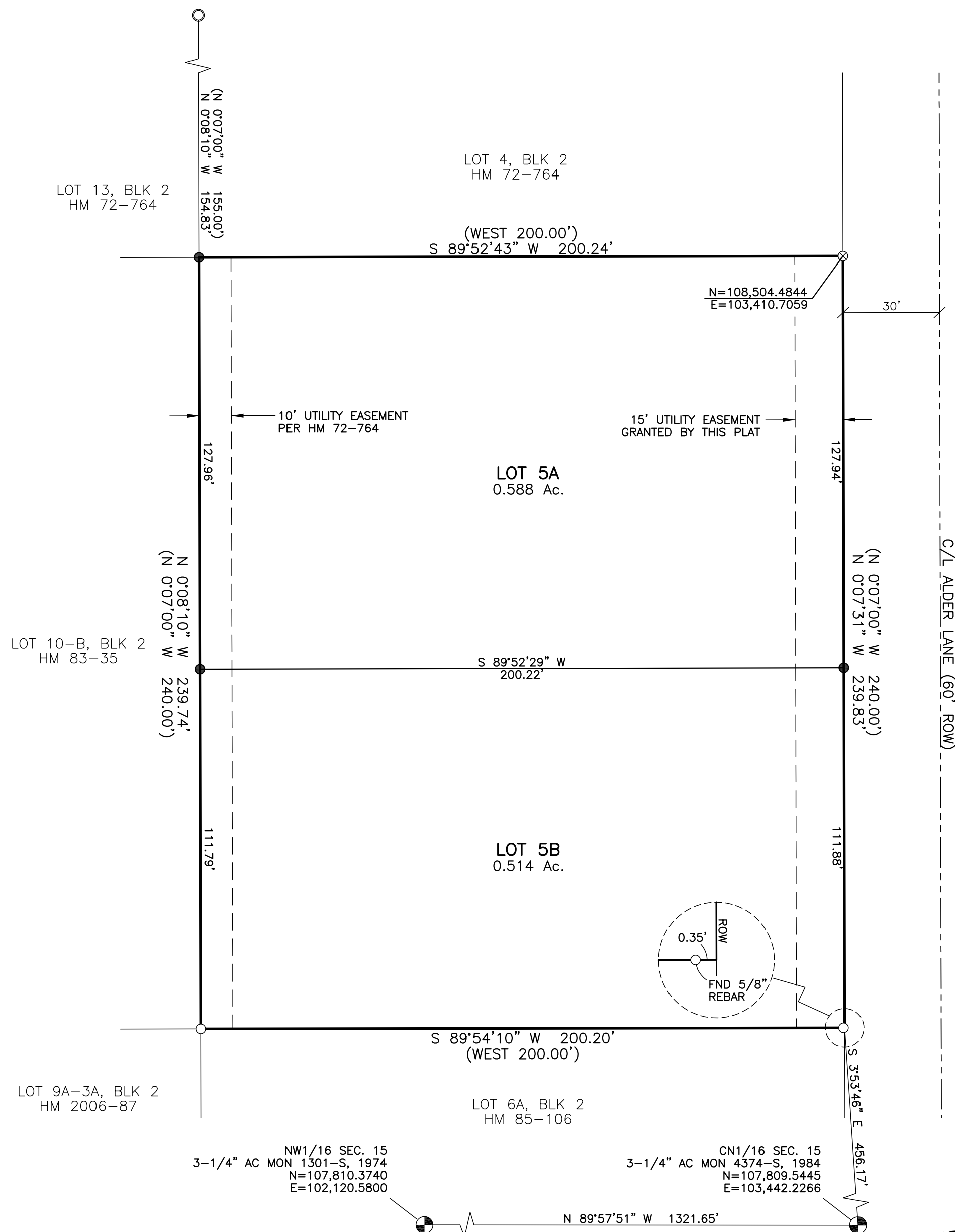
6. PROPERTY OWNER SHOULD CONTACT THE ARMY CORPS OF ENGINEERS PRIOR TO ANY ON-SITE DEVELOPMENT OR CONSTRUCTION ACTIVITY TO OBTAIN THE MOST CURRENT WETLAND DESIGNATION (IF ANY). PROPERTY OWNERS ARE RESPONSIBLE FOR OBTAINING ALL REQUIRED LOCAL, STATE AND FEDERAL PERMITS.

7. THESE LOTS ARE AFFECTED BY AN EASEMENT OF RECORD WITH NO DEFINED LOCATION GRANTED TO HOMER ELECTRIC ASSOCIATION (BK19, PG 100 HRD).

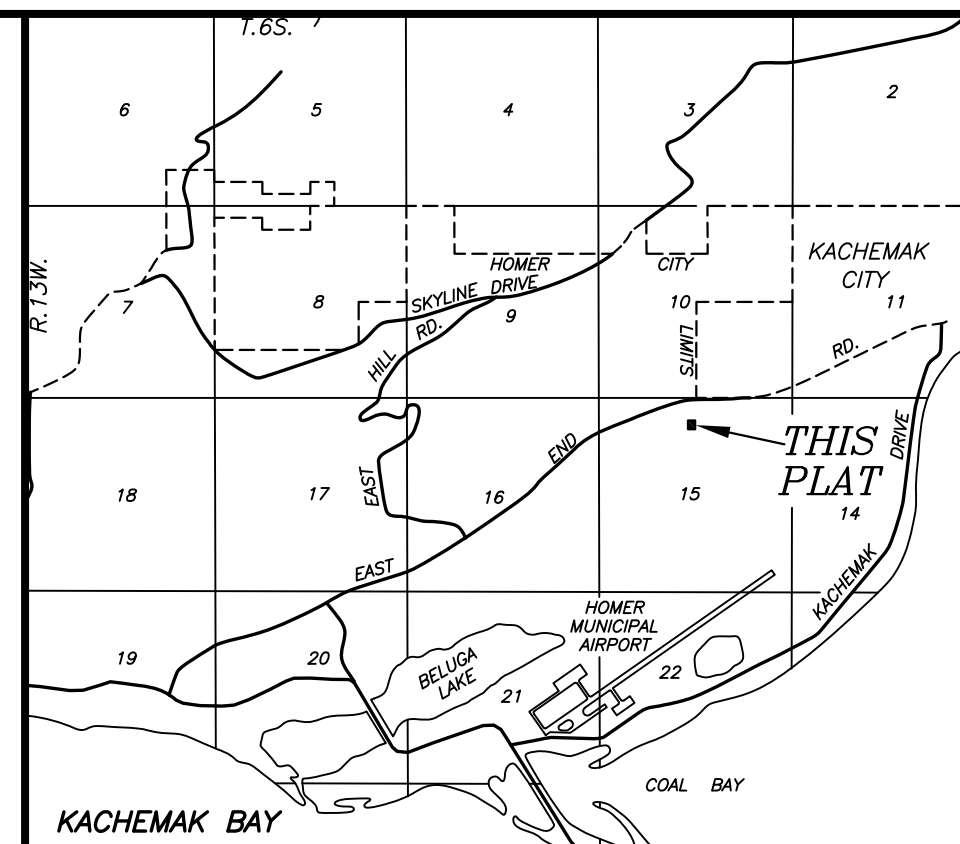
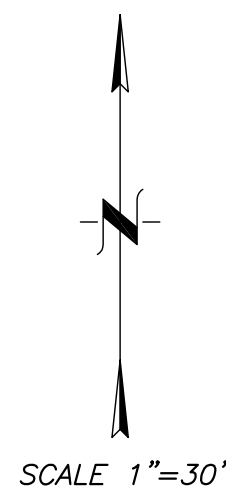
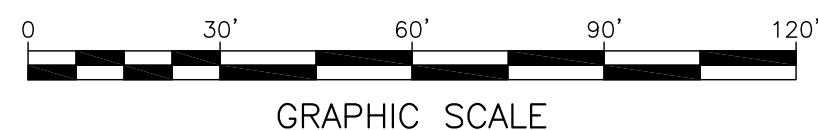
THIS PLAT WAS APPROVED BY THE KENAI  
PENINSULA BOROUGH PLANNING COMMISSION AT  
THE MEETING OF ???

BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 AUTHORIZED OFFICIAL  
 KENAI PENINSULA BOROUGH

- INDICATES 5/8" REBAR RECOVERED THIS SURVEY
- INDICATES 1-1/2" ALCAP 4374-S 1984 RECOVERED THIS SURVEY
- ⊗ INDICATES 3/4" REBAR RECOVERED THIS SURVEY
- ◐ INDICATES PRIMARY MONUMENT RECOVERED THIS SURVEY AS SHOWN
- INDICATES 2" ALCAP ON 5/8" REBAR (7538-S 2023) SET THIS SURVEY
- ( ) INDICATES RECORD DATA PER PARENT PLAT HM 72-764



PLANS FOR WASTEWATER DISPOSAL THAT MEET REGULATORY REQUIREMENTS ARE ON FILE AT THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION.



SCALE: 1" = 1 MILE U.S.G.S. QUAD. SELDOVIA (C-4 & C-5)

WE, THE UNDERSIGNED, HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE REAL PROPERTY SHOWN AND DESCRIBED HEREON, THAT WE HEREBY ADOPT THIS PLAN OF SUBDIVISION AND BY OUR FREE CONSENT DEDICATE ALL RIGHTS OF WAY AND GRANT ALL EASEMENTS TO THE USE SHOWN.

ALEX G. TRIEWELER  
4937 ALDER LANE  
HOMER, ALASKA 99603

LINDSAY TRIEWELER  
4937 ALDER LANE  
HOMER, ALASKA 99603

## FOR ALEX G. TRIEWELER AND LINDSAY TRIEWELER

FOR ALEX G. TRIEWELER AND LINDSAY TRIEWELER

ACKNOWLEDGED BEFORE ME THIS \_\_\_\_\_  
DAY OF \_\_\_\_\_, 2023.

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NOTARY PUBLIC FOR ALASKA

MY COMMISSION EXPIRES:

HOMER RECORDING DISTRICT KPB FILE No. 2023-???

THE SUBDIVISION OF  
LOT 5, BLOCK 2  
COOPER SUBDIVISION (HM 72-764)

LOCATED WITHIN THE NE1/4 NW1/4, SEC 15,  
T. 6 S., R. 13 W., SEWARD MERIDIAN, CITY OF HOMER, KENAI  
PENINSULA BOROUGH, THIRD JUDICIAL DISTRICT, ALASKA  
CONTAINING 1.102 ACRES

OWNERS:  
ALEX G. AND LINDSAY TRIEWELER  
4937 ALDER LANE HOMER, ALASKA 99603

PO BOX 3235  
HOMER ALASKA 99603  
(907) 399-4345  
EMAIL: [scsmith@qci.net](mailto:scsmith@qci.net)

DRAWN BY: SCS	DATE: MAY 2023	SCALE: 1" = 30'
CHK BY: SCS	JOB #2022-65	SHEET 1 OF 1



**City of Homer**  
[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

**Planning**  
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## **HOMER PLANNING COMMISSION**

### **Approved CUP 2025-01 at the Meeting of June 18, 2025**

**RE:** Conditional Use Permit (CUP) 2025-01  
**Address:** 1231 Ocean Drive

**Legal Description:** T 6S R 13W SEC 21 SEWARD MERIDIAN HM 0004029 BAYVIEW SUB  
JOHNSON ADDN LOT 12

### **DECISION**

#### **Introduction**

Peninsula Builders (the "Applicant") applied to the Homer Planning Commission (the "Commission") for a Conditional Use Permit (CUP) under Homer City Code per HCC 21.24.040 (d), No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area without an approved conditional use permit.

A public hearing was held for the application before the Commission on June 18, 2025, as required by Homer City Code 21.94. Notice of the public hearing was published in the local newspaper and sent to 29 property owners of 39 parcels as shown on the Kenai Peninsula Borough tax assessor rolls. Public notices contained information on how to submit written testimony, participate telephonically, or participate on the Zoom meeting platform.

At the June 18, 2025 meeting of the Commission, six Commissioners were present, and the Commission unanimously approved CUP 2025-01 with three conditions.

#### **Evidence Presented**

City Planner, Ryan Foster, provided a detailed review of Staff Report PC 25-032 for the Commission. The Applicant presented on their application and answered questions of the Commission. There were no public testimony comments provided during the public hearing portion of the meeting.

#### **Findings of Fact**

After careful review of the record and consideration of testimony presented at the hearing, the Commission determines CUP 2025-01, to allow a 6,000 square foot building to exceed the 30% lot coverage at 1231 Ocean Drive satisfies the review criteria set out in HCC 21.71.030 and is hereby approved.

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

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

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

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

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

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

**Finding 3:** Commercial development for boat sales and repair is not expected to negatively impact the adjoining properties greater than other permitted or conditional uses.

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

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

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

**Finding 5:** Water, sewer, and fire services will be, prior to occupancy, adequate to serve the proposed existing and proposed dwellings.

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

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

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

74  
75 **Finding 7:** The proposal will not be unduly detrimental to the health, safety or welfare  
76 of the surrounding area and the city as a whole when all applicable standards are met  
77 as required by city code.

78  
79 **h. The proposal does or will comply with the applicable regulations and conditions**  
80 **specified in this title for such use.**

81  
82 **Finding 8:** The proposal will comply with applicable regulations and conditions  
83 specified in Title 21 when gaining the required permits.

84  
85 **i. The proposal is not contrary to the applicable land use goals and objectives of the**  
86 **Comprehensive Plan.**

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

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

93  
94 **Condition 2:** Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

95  
96 **Finding 10:** Project will comply with the applicable provisions of the CDM.

97  
98 **HCC 21.71.040(b).** b. In approving a conditional use, the Commission may impose such  
99 conditions on the use as may be deemed necessary to ensure the proposal does and will  
100 continue to satisfy the applicable review criteria. Such conditions may include, but are not  
101 limited to, one or more of the following:

102  
103 **1. Special yards and spaces:** No specific conditions deemed necessary.

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

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

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

108 **5. Control of points of vehicular ingress and egress:** A complete parking plan must  
109 be submitted with the zoning permit application including vehicular ingress and  
110 egress.

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

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

**8. Maintenance of the grounds, building, or structures:** No specific conditions deemed necessary.

**9. Control of noise, vibration, odors or other similar nuisances:** No specific conditions deemed necessary.

**10. Limitation of time for certain activities:** No specific conditions deemed necessary.

**11. A time period within which the proposed use shall be developed:** No specific conditions deemed necessary.

**12. A limit on total duration of use:** No specific conditions deemed necessary.

**13. More stringent dimensional requirements,** such as lot area or dimensions, setbacks, and building height limitations. Dimensional requirements may be made more lenient by conditional use permit only when such relaxation is authorized by other provisions of the zoning code. Dimensional requirements may not be altered by conditional use permit when and to the extent other provisions of the zoning code expressly prohibit such alterations by conditional use permit.

**14. Other conditions necessary** to protect the interests of the community and surrounding area, or to protect the health, safety, or welfare of persons residing or working in the vicinity of the subject lot.

**Conclusion:** Based on the foregoing findings of fact and law, Conditional Use Permit 2025-01 is hereby approved, with Findings 1-10 and the following conditions.

**Condition 1:** A final parking plan demonstrating compliance with HCC 21.55 must be submitted with the zoning permit application.

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

**Condition 3:** Site plan should show new E Street approach location and dimensions and culvert pipe as well as the east side existing ditch that will be protected and accessible for future City maintenance.

152 \_\_\_\_\_  
153 Date Chair, Scott Smith

154  
155  
156 \_\_\_\_\_  
157 Date City Planner, Ryan Foster

158  
159  
160  
161 NOTICE OF APPEAL RIGHTS  
162 Pursuant to Homer City Code 21.93.020 any person with standing in this decision may appeal this  
163 decision to a hearing officer within fifteen (15) days of the date of distribution indicated below. A  
164 hearing officer will be appointed in accordance with Homer City Code 21.91.100. Any decision not  
165 appealed within that time shall be final. A notice of appeal shall be in writing and contain all the  
166 information required by Homer City Code Section 21.93.080 and shall be filed with the Homer City Clerk,  
167 491 E. Pioneer Avenue, Homer, Alaska 99603.

168  
169 CERTIFICATION OF DISTRIBUTION  
170 I certify that a copy of this Decision was mailed to the below listed recipients on \_\_\_\_\_, 2025.  
171 A copy was also delivered to the City of Homer Planning Department and Homer City Clerk on the same  
172 date.

173  
174  
175 \_\_\_\_\_  
176 Date Ed Gross, Associate Planner

Peninsula Builders  
3080 Kilokak Avenue  
Homer, AK 99603

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

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



## MEMORANDUM

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PC-25-036

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

**Item Type:** Action Memorandum  
**Prepared For:** City of Homer Planning Commission  
**Date:** July 16, 2025  
**From:** Jenny Carroll, Special Projects and Communications Coordinator  
**Through:** Melissa Jacobsen, City Manager

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- I. **Issue:** The purpose of this Memorandum is to present the City's draft 2026-31 CIP for review and recommendations by the Planning Commission.
- II. **Background:** The CIP is the City's six-year planning document that forecasts and describes community priorities for capital improvements. Capital projects are major, nonrecurring budget items (with a lower cost limit of \$50,000 for City projects) that result in a fixed asset with an anticipated life of at least three years.

The CIP contains written descriptions of City prioritized projects and is submitted to our State Legislators, and, 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 the Planning Commission'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 to Planning Commission Chair and/or Ryan Foster.** New projects should be developed with assistance from the Public Works Department and/or relevant department.
- **Be prepared to take the following actions at your July 16, 2025 meeting:**
  - 1) Pass a motion naming **three projects** the Commission 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 if any discretionary capital funding is expected in the FY27 State budget.



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

- Support or oppose projects proposed to be added or removed from the CIP.
  - 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.
  - The Public Works Director recommends removing the Slope Stability & Erosion Mitigation Program from the CIP for the reasons listed in the CIP.
  - The Special Projects Coordinator recommends returning the Homer All Ages & Abilities Pedestrian Pathway to the CIP for the reason listed in the CIP.
- Propose a new project be added to the CIP (a project nomination form is provided in your packet should the Commission want to propose a new project.)

Thank you for participating in this planning process. I will incorporate your comments into the draft CIP and share your recommendations with City Council at their CIP worksession. The CIP will remain a draft document City Council formally adopts the CIP via Resolution scheduled for their September 22, 2025 regular meeting.



September XX, 2025

To The Honorable Mayor and Homer City Council:

I am pleased to present the City of Homer 2025 through 2030 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 Priority Level 1 (highest), 2 or 3. 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

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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.

The following projects have been partially funded:

- Homer All Ages & Abilities Pedestrian Pathway which includes Svedlund/Herndon Street Sidewalks and Main Street Sidewalk South from Pioneer Avenue - received \$3,486,787 in FY2023 Transportation Alternatives Program funding from the Alaska Department of Transportation and Public Facilities. This represents partial funding of the new project cost estimate of \$X,XXX,XXX. the



## **Introduction to the Capital Improvement Program**

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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**

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**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.



## Legislative Request FY2027

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**City of Homer FY2026 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

**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 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 center.

A 2023 hazmat report of the City-owned facilities at the HERC campus, which had been the preferred site, determined this location will not be possible in the near term due high cost of mitigation. In 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.** 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.

**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.

FY 2027 - DRAFT Document



### 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.

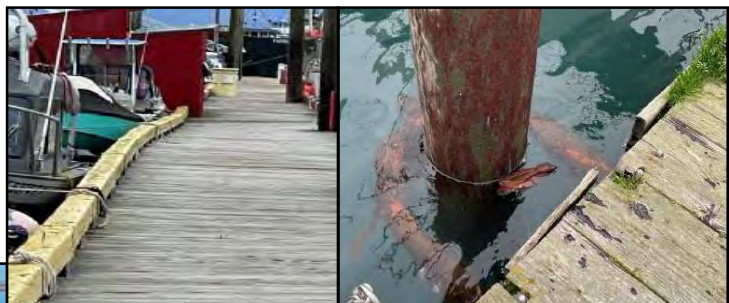
**Plans & Progress:** R&M Engineers provided a harbor-wide condition report and cost estimate for float replacement in 2023 that identified critical float replacement needs including upgrades to shore power, fire suppression and potable water systems. Alaska Harbors Consulting provided 30% design drawings 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 Designated Spending request has been forwarded by Senator Murkowski to the Transportation, Housing and Urban Development Appropriations Subcommittee for consideration.** The City is seeking a FY26 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 requirements.

**Total Project Cost:** \$60,240,898

Phase 1: Design, engineering & permits \$ 2,205,000  
FY24 Denali Commission grant: \$1,100,000 (confirmed)  
FY26 Federal Request: \$ 250,000

City of Homer Match: \$ 355,000



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 the active Port and Harbor.

After studying how the steep slopes and coastal innovative mitigation Together they form the Slope Stability & Erosion include (1) Kachemak System, a nature-based protects private and state-owned Kachemak natural wetlands to collect project mitigates flooding as recharges valuable Drain Conveyance and the state-owned Sterling properties by mitigating This project features a micro unit. (3) Beluga Lake a protecting two state-owned Beluga Lake, important quality, conserve critical

**Plans & Progress:** The preliminary water quality for the Kachemak Sponge City also secured a FY23

**Project Cost (Phase 1):** Kachemak Drive Wetland Beluga Slough & Bishop Treatment Systems

Total Phase 1 Cost:

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. The following list shows each project and the status and justification for removal of this project from the CIP:

1. Kachemak Peatland (Sponge) Wetland Treatment System – The original projection of this project was for a \$2M to \$4M cost to acquire land; design and construct the wetland treatment system. The Conceptual Design of the wetland treatment system is estimated to cost approximately \$10M today, and is expected to increase as the design is completed prior to construction. Costs to secure the land had increased as well. City Council has chosen to put this wetland treatment project on the shelf for the time being while continuing the purchase of land for conservation using NOAA grant money.
2. Baycrest Storm Drain Conveyance and Treatment System – The conceptual design uses a combination of private property and Sterling Highway ROW to install the conveyance system. This project would be very difficult to secure access to property and ROW. Further, the system incorporates a microhydro turbine for electrical generation. Application of this device to stormwater is rather unorthodox and is likely to foul due to environmental obstructions and or litter. This project lost steam prior to my (Dan Kort's) working with the City.
3. Beluga Lake Wetland Treatment System – The former Public Works Director had the property appraised and it was determined the City could not afford to purchase this property. The property is vacant prime commercial property located in the central part of town. This project had been dropped prior to my (Dan Kort's) arrival with the City.
4. Beluga Slough Wetland Treatment System – The former public works director had initiated design of this treatment system, with an original cost estimate of \$250K for design and construction. The City completed the design, and bid the construction with a combination of grant and city funding, the cost ended up being over \$650K, exceeding the grant portion of the funding by approximately \$500K. Additionally, preliminary water quality data of the stormwater indicated that post-construction water quality is likely to be unchanged or of negligible difference after the treatment system is brought online. The City decided to shelf the project and not construct the treatment system at this time. Unused grant funds were approved for purchase of a hydroseeder to mitigate particulate entering stormwater after ditch clearing maintenance operations.

FY 2027 - DRAFT Document



## 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 WRDA Section 203. **The State of Alaska Department of Transportation programmed \$800,000 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

**FY24 State Planning Funds** \$800,000

**FY27 Federal Request** \$500,000

**City of Homer Match** \$300,000



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. It has also been forwarded to the House Interior and Environment appropriations subcommittee for potential funding in the amount of \$973,868 which would come to the City in the form of a grant from the EPA should it be selected, and the FY27 budget is signed into law.

**Total Project Cost:** \$1,298,491

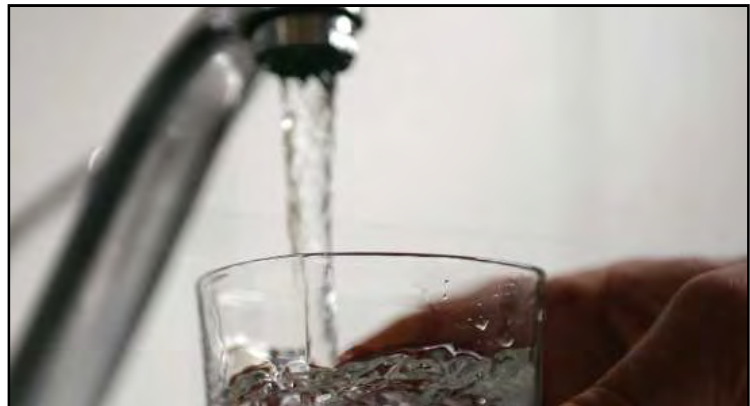
Design: \$ 250,000

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.

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## 9. New Public Works Facility

**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

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### Part 2: Mid-Range Projects

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## ADA Transition Projects

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- **Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform .....12**
- **Removing Parking & Pavement Accessibility Barriers at City Facilities .....13**

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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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- Jack Gist Park Improvements .....17
- Reber Trail Extension to Soundview Avenue .....18

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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

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## 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.

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## 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

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**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.

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

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

**Total Project Cost:**

Phase 1: Engineer’s Condition Evaluation: \$30,000

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

Phase 3: Construction: TBD

**Schedule:** 2026

**Priority Level:** 1



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 resides. 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 to 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.

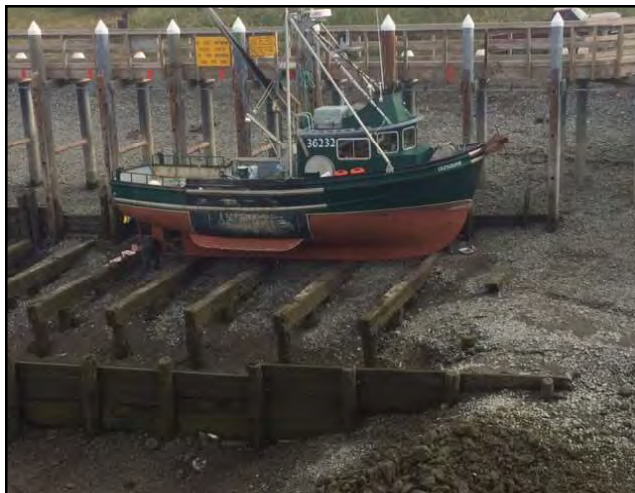
**Total Project Cost:**

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

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- **Fire Department Fleet Management .....31**

**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

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**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. **A FY26 appropriations request for federal assistance has been forwarded to subcommittee for funding consideration and is pending.**

**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



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.

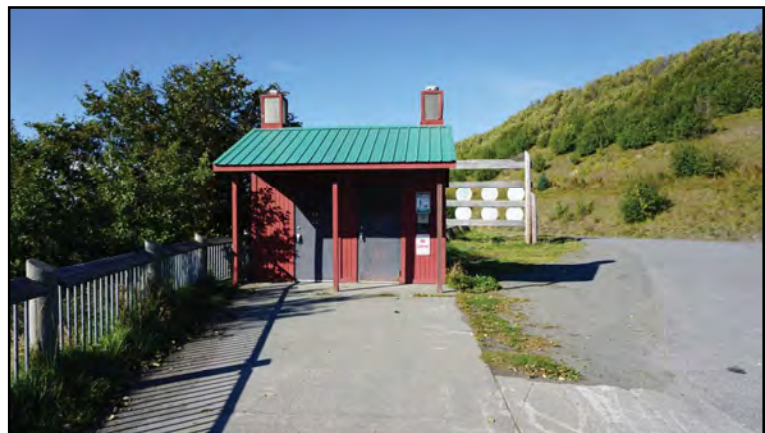
At nearly thirty years old, the facility has exceeded its useful life. The building portion of the restroom is failing and needs to be replaced.

**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.



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## 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 accept the award and commit matching funds. Because project costs have escalated since the original cost estimating, scope is yet to be determined and construction of the sidewalk sections will likely be completed in phases according to the availability of future TAP funds and City of Homer match funds.

<b>Total Project Cost:</b>	\$3,875,500
Environmental Review & Design:	\$ X,XXX
Construction:	\$X,XXX,XXX
FY22-25 TAP funds awarded	\$ 3,486,787
City match:	\$ pending

**Schedule:** 2025-2028



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.

FY 2027 - DRAFT Document



## 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.

<b>Total Project Cost:</b>	\$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).

FY 2027 - DRAFT Document



## 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.



FY 2027 - DRAFT Document





## 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.

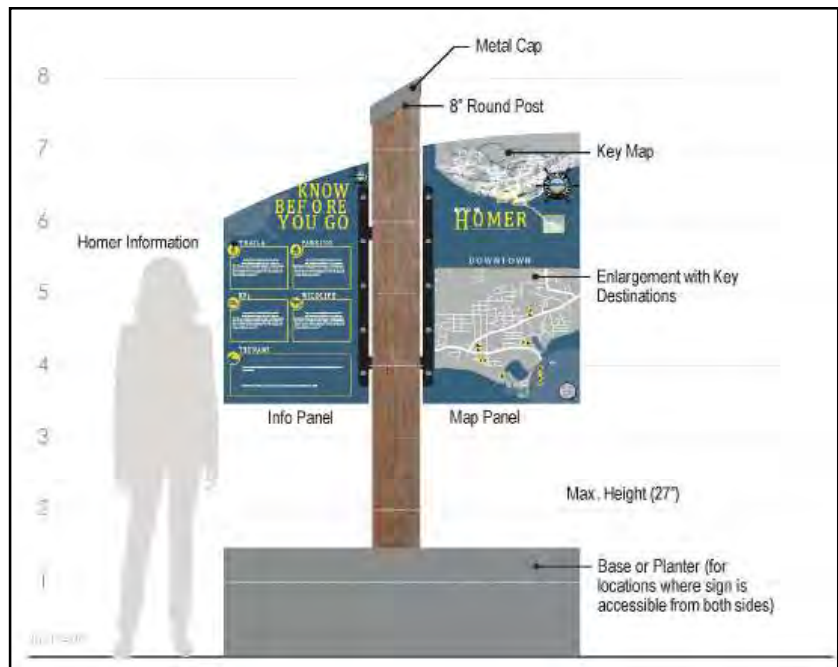
**Total Project Cost:** \$277,500

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

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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 Lane .....46**
- **Kachemak Drive Rehabilitation/Pathway.....47**
- **Main Street Rehabilitation.....48**
- **Sterling Highway Milepost 172:  
Drainage Improvements .....49**
- **Traffic Control at the Corner of Sterling Highway  
and Soundview Avenue .....50**
- **West Hill Road Bike Lane .....51**



## 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.





## Sterling Highway Milepost 172 Drainage Improvements

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

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

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

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

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

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

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



Aerial photo of the area downslope of the outfall from a 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

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**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

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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 Replacement .....53**
- **Homer Senior Citizens Inc.:**  
**Alzheimer's Unit .....54**
- **Homer Trails Alliance:**  
**Diamond Creek Recreation Area Trails .....55**
- **Kachemak Nordic Ski Club:**  
**Rogers Loop Trailhead Storage Shed.....56**
- **Kachemak Shellfish Growers Association:**  
**FLUPSY & Otter Predation Assistance .....57**
- **Kachemak Ski Club:**  
**Homer Rope Tow Access & Equipment Upgrades.....58**
- **Pratt Museum**  
**Roof System Replacement Project.....59**
- **South Peninsula Hospital:**  
**Childcare Facility for Hospital Employees .....60**
- **South Peninsula Hospital:**  
**Expansion of Medical Services.....61**

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## Homer Hockey Association: Kevin Bell Arena Lighting & Flooring 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 public and school groups. The rubber flooring has also been in place for 20 years. This flooring is installed in the locker rooms and high traffic common areas of the facility. After two decades of high use, the flooring is showing its age with brittleness of the tiles and thinning of the material.

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

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

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

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

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

**Total Project Cost:** \$53,900



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.

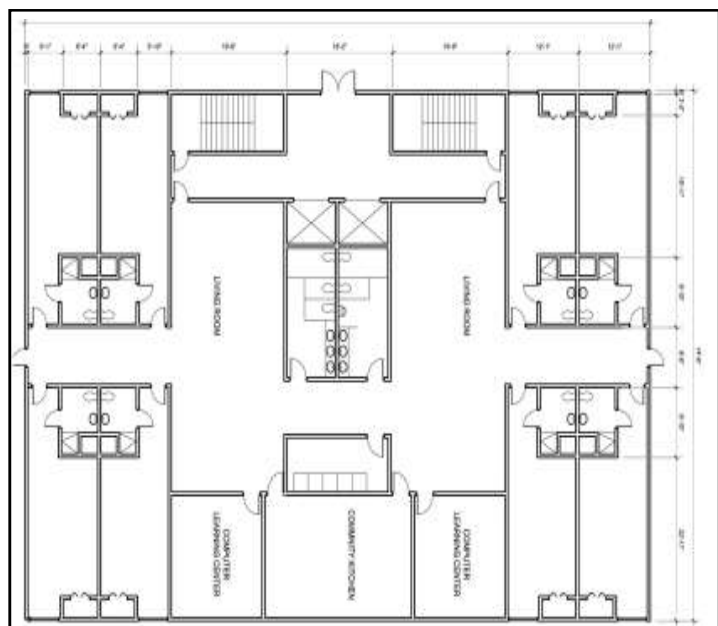
We have been actively fundraising for the Wing for many years. Fundraising activities include our Annual Alzheimer's Fundraiser at the Second Star Mansion with a live concert by a Chicago Jazz Band led by Tim Fitzgerald. To date we have accumulated a total of \$99,550 in fundraising for this valuable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



Example of a HydroWorx Therapy Pool Room .



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## Homer Trails Alliance: Diamond Creek Recreation Area Trails

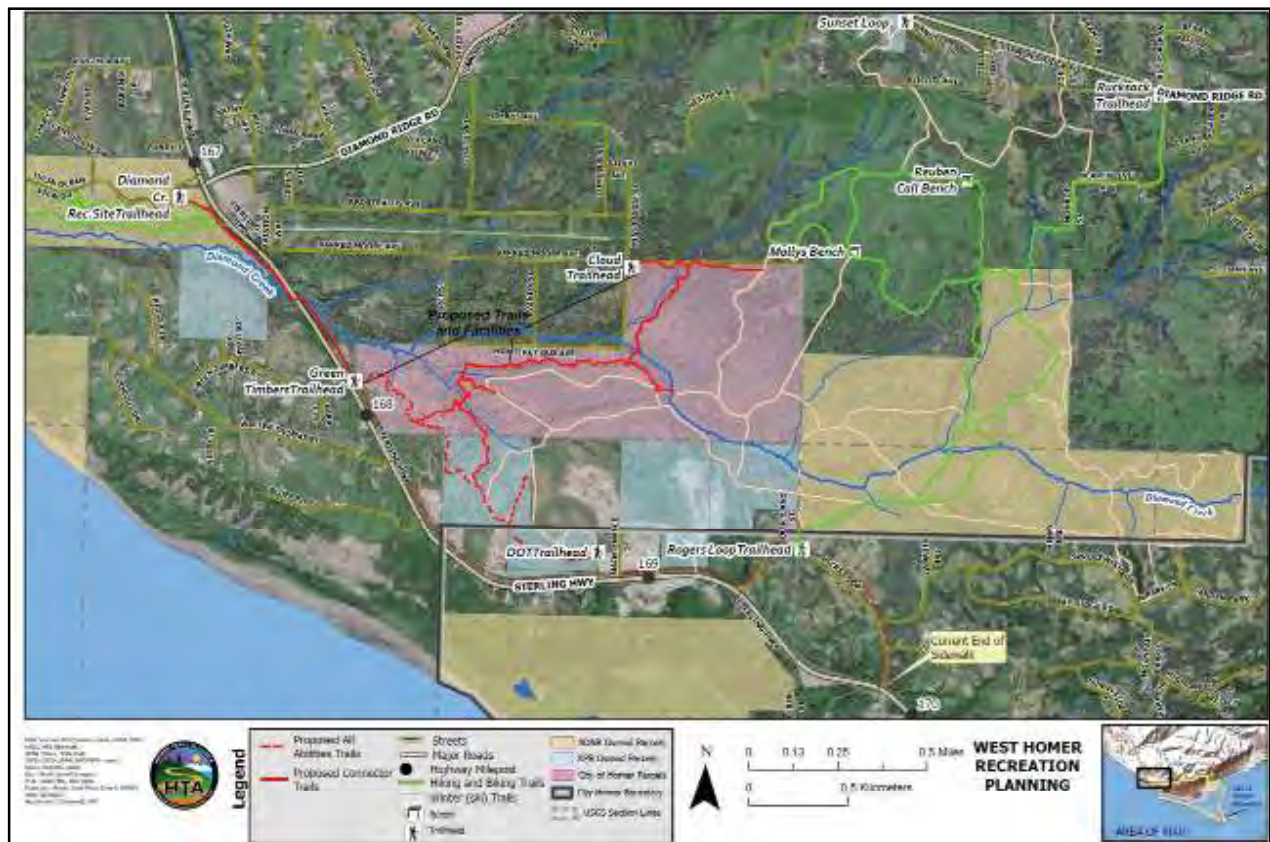
**Project Description and Benefit:** This project develops summer trails linking the “forested islands” throughout the Diamond Creek Recreation Area (DCRA). These trails are part of the Diamond Creek Recreation Area Resource Management Plan which was prepared by Homer Soil and Water Conservation District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

**Total Project Cost:** \$200,000





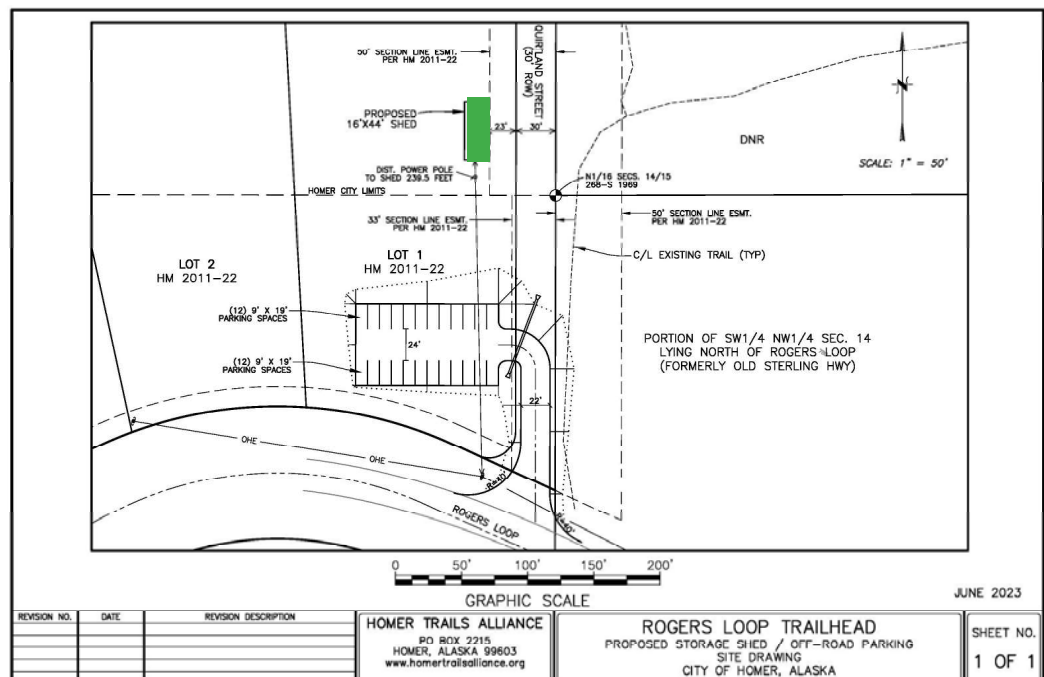
## Kachemak Nordic Ski Club: Roger's Loop Trailhead Storage Shed

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

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

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

**Total Project Cost:** \$72,000



Proposed location of the storage shed shown in green.





## Kachemak Shellfish Mariculture Association FLUPSY & Otter Predation Assistance

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

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

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

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

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

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



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



## Kachemak Ski Club: Homer Rope Tow Access & Equipment Upgrades

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

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

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

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

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

### **Total Project Cost: \$90,000**

Parking/access improvements: \$15,000

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

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



Youth enjoying Homer's own downhill ski area.

FY 2027 - DRAFT Document





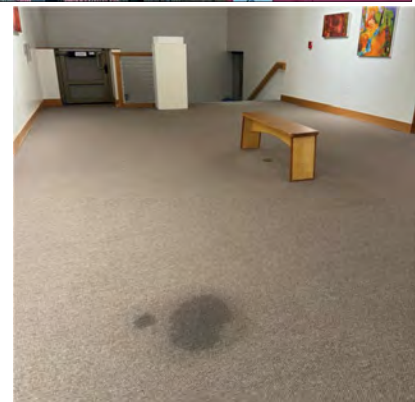
## Pratt Museum: Roof System Replacement Project

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

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

**Plans & Progress:** The roof replacement project has undergone many starts and stops. Over the years Pratt Museum has contracted with engineers and roof specialists. In 2007 and in 2019, engineers and roof construction specialist recommended a full replacement. In 2019, utilizing condition surveys of 2007 as a baseline, Roof Construction Services and Schneider Structural Engineers generated a project manual, infrared reports, detail images of the roof's current condition, a full design and cost estimate for the full replacement (which was updated in 2024). The plan is to remove the granular surfaced modified, built-up roof system, all insulations and underlying plywood, flashings, and trim metals, and install a new 3-ply modified membrane roof system including new base sheet installed over a new 3/8-inch plywood substrate installed over the original tongue & groove wood roof deck, new high thermal insulation, new perimeter edge metal detailing, new gutters and downspouts and all associated accessories. The goal is to replace the roof during the 2025 building season. The project is proceeding in phases. In the spring through fall of 2024, Museum Board and Staff will carry out Phases I-II fundraising and applying for financial support from the City of Homer, State Legislature and the Alaska Congressional Delegation. In Phase III (summer through fall 2024), all design and construction documents will be updated and the bid process will begin. Construction is Phase IV, scheduled for spring through fall of 2025.

**Total Project Cost:** \$1,362,481



Cracked beam ends (above) are held together with bindings. Galleries



## 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

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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

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### 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

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## Capital Improvement Long-Range Projects

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### 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.

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**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.

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**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

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## 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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- CIP Development Schedule .....66
- Resolution 25-**XXX** .....67
- City of Homer Financing Assumptions .....69



## 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**

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## **Capital Improvement Plan Appendices**

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## Capital Improvement Plan Appendices

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### 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

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### City of Homer Nominated Projects

1. Water Treatment Plant Generator Connection

### Projects Nominated by Other Organizations

FY27 PROPOSED NEW PROJECTS - DRAFT



## Water Treatment Plant Generator Connection

Project nominated by the Public Works Director.

**Project Description and Benefit:** TThis 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

FY27 PROPOSED NEW PROJECTS - DRAFT



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

### **Q: What is a CIP?**

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

There are several reasons to maintain a CIP.

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

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

### **Q: What is a capital project?**

**A:** Capital projects are the acquisition and/or development of a major, non-recurring asset such as land, buildings, public road/utility infrastructure and equipment with a useful life of at least three years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the City of Homer CIP are City projects, but some are community projects spearheaded by non-profit organizations and state or federal agencies (e.g., Alaska DOT&PF). 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.



# City of Homer Capital Improvement Plan Project Nomination Form

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## Project eligibility

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

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

1. Project title (Suggested heading in CIP):
  
2. Project description and benefit. Describe the project in half a page or less, including specific features, stages of construction, etc. Explain how the project will benefit the Homer community.
  
3. Plans and progress. Describe in one or two paragraphs what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.
  
4. Project cost:
  - A. TOTAL COST (including funds already secured) = \$ \_\_\_\_\_
  - B. For construction projects, break out preconstruction costs (feasibility/design/permitting):  
  
Preconstruction costs = \$ \_\_\_\_\_      Construction costs = \$ \_\_\_\_\_
  
5. Timeline: Indicate when you hope to complete each phase of the project.  
Please keep in mind that the CIP will not be published until the end of September. Legislative funding (if any) would not be available until July of next year (or later) for state funding and October of next year (or later) for federal funding.
  - A. For projects that consist of land or equipment purchase only, state when the purchase would be made:  
  
\_\_\_\_\_
  - For construction projects:
    - B. Preconstruction phase to be completed by \_\_\_\_\_.
    - C. Construction phase to be completed by \_\_\_\_\_.
  
6. Provide a quality digitized photo, drawing, map, or other graphic image of your project if possible.



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Planning  
491 East Pioneer Avenue  
Homer, Alaska 99603

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

## Staff Report PL 25-033

TO: Homer Planning Commission  
FROM: Ryan Foster, City Planner  
DATE: July 16, 2025  
SUBJECT: City Planner's Report

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### Comprehensive Plan Update

The Draft Comprehensive Plan public hearing review version is being prepared for the August 20, 2025 Planning Commission public hearing. For more information on the project, go to:

<https://homercompplanupdate.com/>

### City Council Meeting June 23, 2025

#### Consent Agenda

b. Memorandum CC-25-171 from Mayor re: Appointments of Dotti Harness, Sam Walker, and Reappointment of Franco Venuti to the Planning Commission. Recommend approval.

c. Memorandum CC-25-172 from Mayor re: Reappointment of Franco Venuti to the Kenai Borough Planning Commission. Recommend approval.

### Meeting Schedule

The next regular meeting date is Wednesday, August 6, 2025.

### Commissioner Report to Council

7/28/25 \_\_\_\_\_



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

### Staff Report 25-034

TO: Homer Planning Commission **25-034**  
FROM: Ryan Foster, City Planner  
DATE: July 16, 2025  
SUBJECT: Pioneer Vista Unit #6 Young Replat

**Requested Action:** Approval of a preliminary plat to vacate the lot lines between Pioneer Vistas Unit #6 Tract 4 and the long legal tract to the south.

#### General Information:

Applicants:	Thomas M. Young P.O. Box 537 Homer, AK 99603	Sonja M. Martin-Young P.O. Box 537 Homer, AK 99603	Mullikin Surveys, LLC Christopher Mullikin, PLS P.O. Box 1023 Homer, AK 99603
Location:	Pioneer Vistas Unit #6 Tract 4 & Long lot to the south		
Parcel ID:	17707017 and 17709118		
Size of Existing Lot(s):	4,816 square feet and 6,348 square feet.		
Size of Proposed Lots(s):	11,164 square feet (.256 acres)		
Zoning Designation:	Central Business District		
Existing Land Use:	Vacant and Residential		
Surrounding Land Use:	North: Institutional South: Commercial East: Commercial West: Vacant		
Comprehensive Plan:	1-C-1 Promote infill development in all housing districts.		
Wetland Status:	No Wetlands		
Flood Plain Status:	Not in a floodplain.		
BCWPD:	Not within the Bridge Creek Watershed Protection District.		
Utilities:	City water and sewer are available		
Public Notice:	Notice was sent to 54 property owners of 51 parcels as shown on the KPB tax assessor rolls.		

**Analysis:** This subdivision is within the Central Business District (CBD). This plat vacates the lot line between Pioneer Vistas Unit #6 Tract 4 and the long legal lot to the south. The lot line vacation will

eliminate a nonconforming lot of less than 6,000 square feet, which is the minimum lot size in the CBD, and create one lot of 11,164 square feet. The lot line vacation will also eliminate a known building setback encroachment. Kenai Peninsula Borough records show the home was constructed in 1940. Nonconformity for the encroachment has not been established, but the surveyor states the encroachment issue can be resolved with the vacation of the lot line.

**Homer City Code 22.10.051 Easements and rights-of-way**

- A. The subdivider shall dedicate in each lot of a new subdivision a 15-foot-wide utility easement immediately adjacent to the entire length of the boundary between the lot and each existing or proposed street right-of-way.

**Staff Response:** The plat does not meet this requirement. A 15-foot-wide utility easement shall be noted along Herndon Drive and Svendlund Street. A 15-foot-wide Homer Electrical Association easement is noted along Herndon Drive.

- B. The subdivider shall dedicate in each lot of a new subdivision any water and/or sewer easements that are needed for future water and sewer mains shown on the official Water/Sewer Master Plan approved by the Council.

**Staff Response:** The plat meets this requirement.

- C. The subdivider shall dedicate easements or rights-of-way for sidewalks, bicycle paths or other non-motorized transportation facilities required by HCC 11.04.120.

**Staff Response:** The plat meets these requirements.

**Preliminary Approval, per KPB code 20.25.070 Form and contents required.** The commission will consider a plat for preliminary approval if it contains the following information at the time it is presented and is drawn to a scale of sufficient size to be clearly legible.

- A. Within the Title Block:
  - 1. Names of the subdivision which shall not be the same as an existing city, town, tract or subdivision of land in the borough, of which a plat has been previously recorded, or so nearly the same as to mislead the public or cause confusion;
  - 2. Legal description, location, date, and total area in acres of the proposed subdivision; and
  - 3. Name and address of owner(s), as shown on the KPB records and the certificate to plat, and registered land surveyor;

**Staff Response:** The plat meets these requirements.

- B. North point;

**Staff Response:** The plat meets these requirements.

- C. The location, width and name of existing or platted streets and public ways, railroad rights-of-way and other important features such as section lines or political subdivisions or municipal corporation boundaries abutting the subdivision;

**Staff Response:** The plat meets these requirements.

- D. A vicinity map, drawn to scale showing location of proposed subdivision, north arrow if different from plat orientation, township and range, section lines, roads, political boundaries and prominent natural and manmade features, such as shorelines or streams;

**Staff Response:** The plat meets these requirements.

- E. All parcels of land including those intended for private ownership and those to be dedicated for public use or reserved in the deeds for the use of all property owners in the proposed subdivision, together with the purposes, conditions or limitation of reservations that could affect the subdivision;

**Staff Response:** The plat meets these requirements. *No such areas are proposed.*

- F. The names and widths of public streets and alleys and easements, existing and proposed, within the subdivision; [Additional City of Homer HAPC policy: Drainage easements are normally thirty feet in width centered on the drainage. Final width of the easement will depend on the ability to access the drainage with heavy equipment. An alphabetical list of street names is available from City Hall.]

**Staff Response:** The plat meets these requirements.

- G. Status of adjacent lands, including names of subdivisions, lot lines, lock numbers, lot numbers, rights-of-way; or an indication that the adjacent land is not subdivided;

**Staff Response:** The plat meets these requirements.

- H. Approximate location of areas subject to inundation, flooding or storm water overflow, the line of ordinary high water, wetlands when adjacent to lakes or non-tidal streams, and the appropriate study which identifies a floodplain, if applicable;

**Staff Response:** The plat meets these requirements.

- I. Approximate locations of areas subject to tidal inundation and the mean high water line;

**Staff Response:** The plat meets these requirements.

- J. Block and lot numbering per KPB 20.60.140, approximate dimensions and total numbers of proposed lots;

**Staff Response:** The plat meets these requirements.

- K. Within the limits of incorporated cities, the approximate location of known existing municipal wastewater and water mains, and other utilities within the subdivision and immediately abutting thereto or a statement from the city indicating which services are currently in place and available to each lot in the subdivision;

**Staff Response:** The plat does not meet these requirements. The water main on Herndon Drive is not depicted. Water and sewer mains are indicated on Svedlund Street.

- L. Contours at suitable intervals when any roads are to be dedicated unless the planning director or commission finds evidence that road grades will not exceed 6 percent on arterial streets, and 10 percent on other streets;



**Staff Response:** The plat meets these requirements. No new roads are dedicated.

- M. Approximate locations of slopes over 20 percent in grade and if contours are shown, the areas of the contours that exceed 20 percent grade shall be clearly labeled as such;

**Staff Response:** The plat meets this requirement.

- N. Apparent encroachments, with statement indicating how the encroachments will be resolved prior to final plat approval; and

**Staff Response:** The plat meets these requirements. Apparent building setback encroachments will be removed with the lot line vacation.

- O. If the subdivision will be finalized in phases, all dedications for through streets as required by KPB 20.30.030 must be included in the first phase.

**Staff Response:** The plat meets these requirements.

**Public Works Comments:**

1. Dedicate a 25' Right-of-Way radius return at the north east corner of Tract 4-A.
2. Dedicate a 15-foot-wide utility easement along Herndon Drive and Svedlund Street.
3. Depict the water main along Herndon Drive.

**Staff Recommendation:**

Planning Commission recommends approval of the preliminary plat with the following additional comments.

1. A 25' Right-of-Way radius return shall be dedicated for the north east corner of Tract 4-A.
2. The 15-foot-wide utility easement shall be indicated along Herndon Drive and Svedlund Street.
3. The water main on Herndon Drive shall be depicted.
4. Plat notes 3 and 11 are duplicates; remove one.

**Attachments:**

1. Preliminary Plat
2. Surveyor's Letter
3. Public Notice
4. Aerial Map

NOTES:

- The purpose of this plat is to create Tract 4-A by vacating the southerly lot line of Tract 4, Pioneer Vistas Unit 6, HM 82-60.
- No field survey was conducted as provided in KPB Code 20.60.200(A). All dimensions shown are record per Amended Plat of Nils O. Svedlund Subdivision, HM 251-A, Amended Plat of Nils O. Svedlund Subdivision Plat of Lot 1A, HM 74-01198, and Pioneer Vistas Unit 6, HM 82-60.
- A building setback of 20 feet is required from all street rights-of-way unless a lesser standard is approved by resolution of the appropriate planning commission.
- A 30 feet right-of-way and public use easement, including the right to construct, operate, and maintain public improvements and utilities of all kind within said right-of-way was granted to the City of Homer as outlined in Book 99, Page 472, Homer Recording District. Said right-of-way was dedicated on the Amended Plat of Nils O. Svedlund Subdivision Plat of Lot 1A, HM 74-01198.
- This subdivision is subject to a 15 feet easement for underground distribution lines, with right to construct, reconstruct, repair, operate, and maintain, over, under, along or across, granted to Homer Electric Association, Inc. as outlined in Book 143, Page 550, Homer Recording District.
- No permanent structure shall be constructed or placed within a utility easement which would interfere with the ability of a utility to use the easement.
- Wastewater Disposal: Wastewater treatment and disposal systems must meet the regulatory requirements of the Alaska Department of Environmental Conservation.
- Any person developing the property is responsible for obtaining all required local, state, and federal permits, including a U.S. Army Corps of Engineers wetlands determination, if applicable.
- All lots within this subdivision are subject to the City of Homer zoning regulations. Refer to the Homer City Code for all current setback and site development restrictions. Owners should check with the City of Homer Planning Department Prior to development activities.
- Acceptance of this plat by the Kenai Peninsula Borough does not indicate acceptance of any encroachments.
- A building setback of 20 feet is required from all streets rights-of-way unless a lesser standard is approved by resolution of the appropriate planning commission.

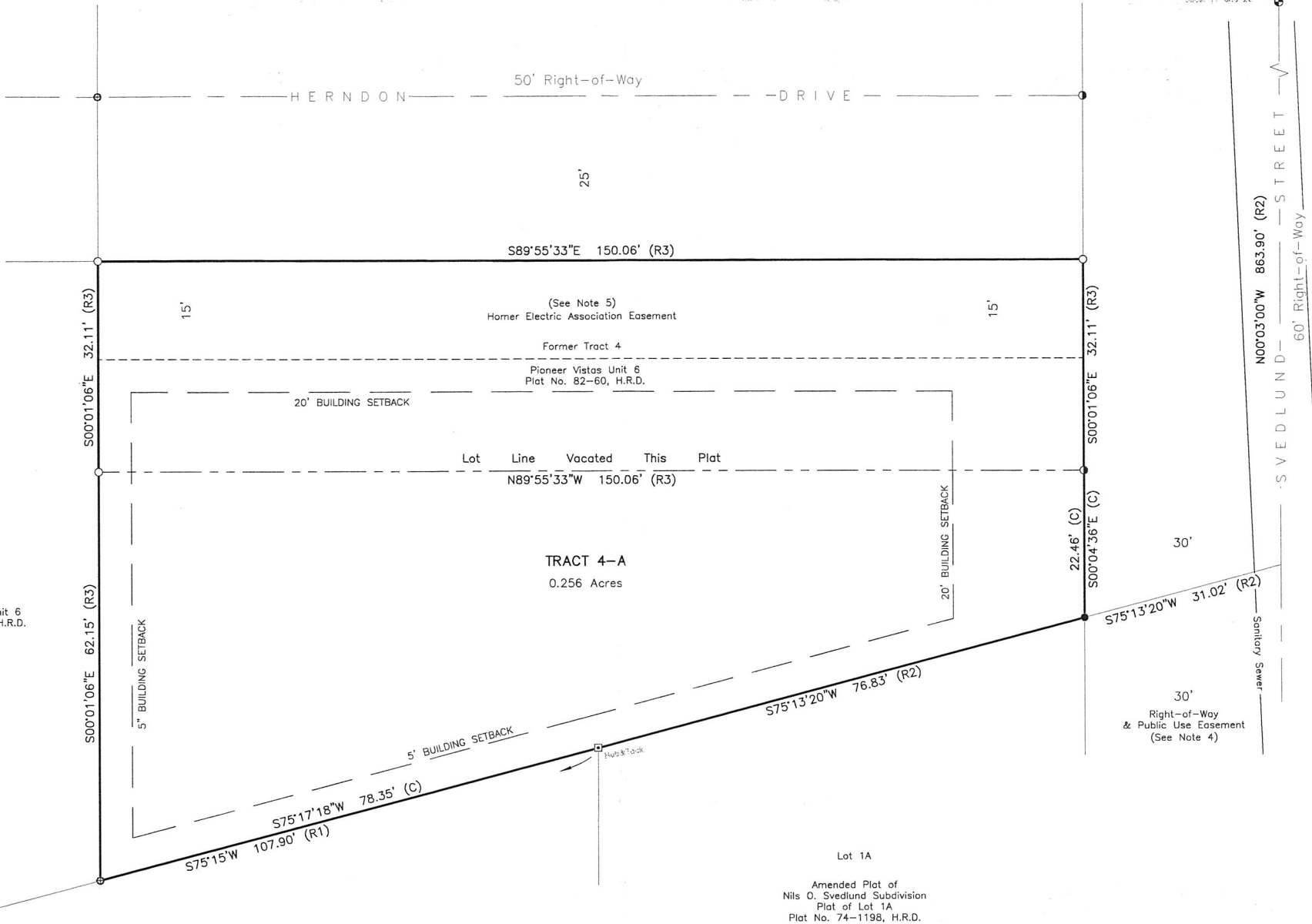
SURVEYORS CERTIFICATE

I hereby certify that I am properly registered and licensed to practice land surveying in the State of Alaska, that this plat represents a survey made by me or under my supervision, that the monuments shown hereon actually exist as described, and that all dimensions and other details are correct.

Date: \_\_\_\_\_  
Registration No.: 14449-S  
Christopher L. Mullikin,  
Professional Land Surveyor

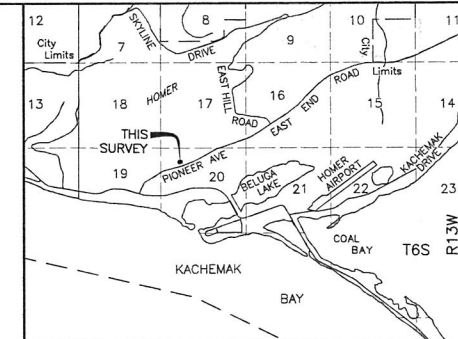
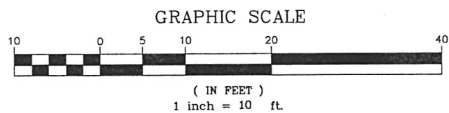


PRELIMINARY  
PLAT



LEGEND

- Record Brass Capped Iron Pipe, 268-S
- Record 1 1/2" Aluminum Cap on 5/8" Rebar, 4374-S 1982
- Record Iron Pipe
- Record 5/8" Rebar
- Calculated Position, No Monument Set
- (R1) Record Measurements Per HM 251-A, Amended Plat of Nils O. Svedlund Subdivision
- (R2) Record Measurements Per HM 74-1198, Amended Plat of Nils O. Svedlund Subdivision Plat of Lot 1A
- (R3) Record Measurements Per HM 82-60, Pioneer Vistas Unit 6
- Lot Line Vacated This Plat
- Easement Line
- Building Setback Line



SCALE: 1" = 1 MILE  
KENAI PENINSULA BOROUGH GIS BASEMAP

CERTIFICATE OF OWNERSHIP AND DEDICATION

We hereby certify that we are the owners of the real property shown and described hereon and that we hereby adopt this plan of subdivision and by our free consent dedicate all rights-of-way to public use and grant all easements to the use shown.

Thomas M. Young  
P.O. Box 537  
Homer, AK 99603  
Sonja M. Martin-Young  
P.O. Box 537  
Homer, AK 99603

NOTARY'S ACKNOWLEDGMENT

For: \_\_\_\_\_  
Acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2025.

Notary Public for Alaska  
My Commission expires: \_\_\_\_\_  
For: \_\_\_\_\_

Acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2025.

Notary Public for Alaska  
My Commission expires: \_\_\_\_\_

PLAT APPROVAL

This plat was approved by the Kenai Peninsula Borough Planning Commission at the meeting of June ##, 2025

Kenai Peninsula Borough Authorized Official

RECEIVED

JUN 06 2025



MULLIKIN,  
SURVEYS LLC  
MullikinSurveys.com 907-299-2289

CITY OF HOMER  
PLANNING/ZONING

PIONEER VISTAS UNIT #6-YOUNG REPLAT

A SUBDIVISION/REPLAT OF TRACT 4  
PIONEER VISTAS UNIT 6, PLAT No. 82-60  
HOMER RECORDING DISTRICT

LOCATED WITHIN  
THE NW 1/4 NW 1/4 OF SECTION 20  
TOWNSHIP 6 SOUTH, RANGE 13 WEST,  
SEWARD MERIDIAN, THIRD JUDICIAL DISTRICT,  
KENAI PENINSULA BOROUGH,  
HOMER RECORDING DISTRICT, ALASKA.

CONTAINING 0.256 ACRES

SURVEYOR	CLIENT
MULLIKIN SURVEYS LLC CHRISTOPHER MULLIKIN, PLS P.O. BOX 1023 Homer, AK 99603	THOMAS M. YOUNG SONJA M. MARTIN-YOUNG P.O. BOX 537 HOMER, AK 99603
SURVEY DATE: NA	SCALE: 1" = 20'
PLAT DATE: 5/30/2025	BOOK No.: NA
CHECKED BY: CLM	FILE: 3927.dwg
DRAWN BY: MRS	KPB FILE No.: 2025-###



# MULLIKIN SURVEYS LLC

MullikinSurveys.com 907-299-2289

Christopher Mullikin, PLS  
P.O. Box 1023, Homer, AK 99603

## PRELIMINARY PLAT SUBMITTAL

Planning Dept.  
City of Homer  
491 East Pioneer Ave  
Homer, AK 99603

Re: Pioneer Vista Unit #6 – Young Replat

To Whom it may concern,

This is a preliminary lot line vacation plat submittal for Thomas and Sonja Young, owners of Tract 4, Pioneer Vistas Unit #6 (HM82-60) and the adjacent parcel.

Please find included in this packet:

- One full sized paper plat
- One half sized paper plat
- \$300 check (#256) for plat submittal fee

The electronic version has been emailed.

The only known encroachment issue will be eliminated with the vacation of the lot line, combining the two lots.

Sincerely,

Christopher Mullikin, PLS

**RECEIVED**

**JUN 06 2025**

**CITY OF HOMER  
PLANNING/ZONING**

## NOTICE OF SUBDIVISION

Public notice is hereby given that a preliminary plat has been received proposing to subdivide or replat property. You are being sent this notice because you are an affected property owner within 500 feet of a proposed subdivision and are invited to comment.

Proposed subdivision under consideration is described as follows:

### **Pioneer Vistas Unit #6 – Young Replat Preliminary Plat**

The location of the proposed subdivision affecting you is provided on the attached map. A preliminary plat showing the proposed subdivision may be viewed at the City of Homer Planning and Zoning Office. Subdivision reviews are conducted in accordance with the City of Homer Subdivision Ordinance and the Kenai Peninsula Borough Subdivision Ordinance. A copy of the Ordinance is available from the Planning and Zoning Office. **Comments should be guided by the requirements of those Ordinances.**

A public meeting will be held by the Homer Planning Commission on Wednesday, July 16, 2025 at 6:30 p.m. In-person meeting participation is available in Cowles Council Chambers located downstairs at Homer City Hall, 491 E. Pioneer Ave., Homer, AK 99603. To attend the meeting virtually, visit [zoom.us](https://zoom.us) and enter the Meeting ID & Passcode listed below. To attend the meeting by phone, dial any one of the following phone numbers and enter the Webinar ID & Passcode below, when prompted: 1-253-215-8782, 1-669-900-6833, (toll free) 888-788-0099 or 877-853-5247.

Meeting ID: 979 8816 0903

Passcode: 976062

Additional information regarding this matter will be available by 5 p.m. on the Friday before the meeting. This information will be posted to the City of Homer online calendar page for July 11, 2025 at <https://www.cityofhomer-ak.gov/calendar>. It will also be available at the Planning and Zoning Office at Homer City Hall and at the Homer Public Library.

Written comments can be emailed to the Planning and Zoning Office at the address below, mailed to Homer City Hall at the address above, or placed in the Homer City Hall drop box at any time. Written comments must be received by 4 p.m. on the day of the meeting.

If you have questions or would like additional information, contact Ryan Foster at the Planning and Zoning Office. Phone: (907) 235-3106, email: [clerk@cityofhomer-ak.gov](mailto:clerk@cityofhomer-ak.gov), or in-person at Homer City Hall.

**NOTICE TO BE SENT TO PROPERTY OWNERS WITHIN 500 FEET OF PROPERTY.**

.....





### Legend

Transportation

Mileposts



Parcels and PLSS

Tax Parcels



0 100 200  
ft

NOTE: Every reasonable effort has been made to ensure the accuracy of these data. However, by accepting this material, you agree that 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 of this data. 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 of this 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 completeness of the data, or use of the data.



# Homer Title 21 Update

July 16<sup>th</sup>, 2025 Planning Commission Meeting

Focus: Specific Use Standards

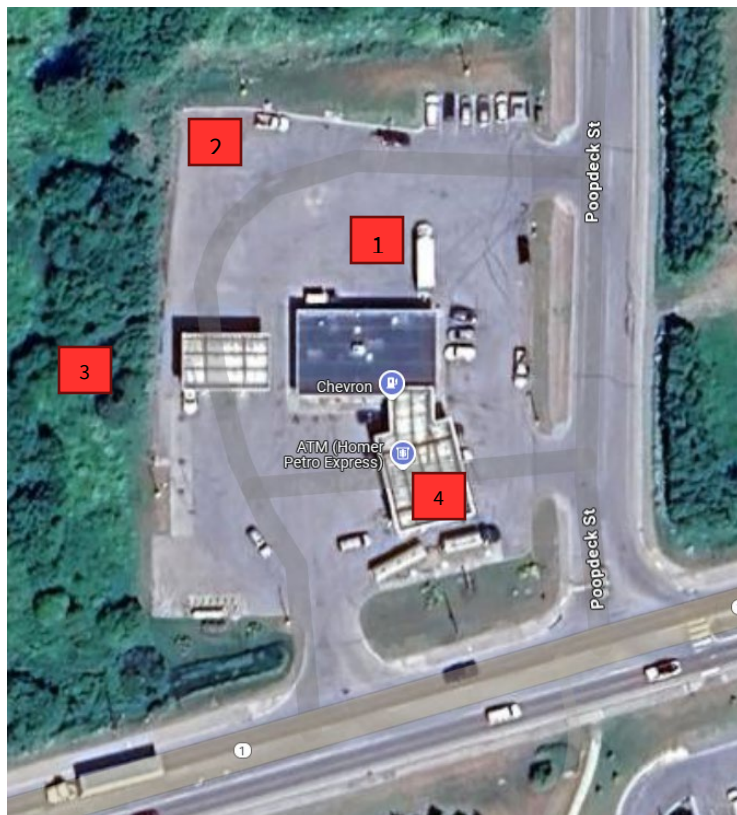
## Introduction

At the June 18<sup>th</sup> Planning Commission meeting, Commissioners discussed changes to the uses requiring a Conditional Use Permit (CUP) and ways to increase the types of housing permitted in the City (presentation slides can be found [HERE](#) on the project website). As a follow-up to that discussion, this month's topic will focus on **which uses should have specific use standards to guide staff and/or Planning Commission review**.

In the June materials, several uses were recommended to change from Conditional (requiring a CUP) to Permitted (reviewed administratively). To supplement those changes, and provide more robust “guardrails”, specific use standards were recommended. Examples of specific use standards occur within the City of Homer's Title 21, Division IV – Use and Development Regulations; they include home-based occupations, large retail and wholesale stores, and mobile home parks among others.

## How Specific Use Standards Work

Specific use standards provide criteria for uses that have larger potential impacts than others in the zoning district where they are located. These standards can provide additional reassurance that potential negative impacts on the surrounding area are mitigated.



For example, an auto fueling station or repair facility may have the following impacts that are different from other uses in the zoning district:

1. Truck traffic/parking
2. Parking for vehicles being repaired
3. Screening from nearby residential uses (including screening of vehicle headlights)
4. Lighting from canopies

In practice, when a use is proposed that is listed as “Permitted, with Standards”, staff will review the specific use standards concurrently with the associated zoning permit or site plan. The use must meet the applicable standards before the City issues any approvals.

## Recommended Specific Use Standards

The following sections provide general recommendations for items to include in the specific use standards by use. Note: when drafting any specific use standards, special consideration will be given to the reuse of existing buildings .

### Planning Commission Pre-Work:

1. Review the list of uses proposed for specific standards and be ready to discuss any other *uses* that should be included.
2. Review the uses, proposed specific use standards, and tell us if there are other *standards* that should be included.

## Recommendations for Uses with Existing Standards

The following uses occur in the Homer Zoning Code with some standards. In some cases, the use has standards dispersed throughout the code (such as multiple-family dwellings); in other cases, the standards are included in Division IV Use and Development Regulations. The bullets below each are recommended changes to the use standards.

### A. Multiple Family Dwellings (located within various zoning districts in Division II)

1. Consolidate dimensional standards into one section/table (they are currently located throughout the zoning districts).
2. Regulate minimum lot size based on square footage of lot area per dwelling unit. For example, for each dwelling unit proposed, a minimum of X square feet of lot area is required.
3. Consider whether existing setback increases are necessary in the RR, UR, RO and M districts (see below). Consider simplifying setbacks based on two tiers of height. For example, multi-family structures up to 40 feet in height must be setback 5 feet from the property line; structures over 40 feet in height must be setback 10 feet from the property line.

Number of Stories	Setback (in feet)
1	5
1 1/2	6
2	7
2 1/2	8

4. Govern height by zoning district (and allow higher than 35 ft in some locations).
5. Standardize site development standards.

### B. Assembly Uses (Sec. 21.56)

1. Reword to remove references to the type of assembly (e.g., religious, cultural, etc.), and clearly define “assembly uses”.

### C. Large Retail (Sec. 21.57)

1. Make the process of approval the same for all CUPs; do not require a citizen participation meeting, as other CUPs do not.
2. Remove requirement for community and economic impact report – this is very difficult to assess, and submittal requirements should be the same as other CUP applications.

3. Ensure that all approval criteria are objective and supporting information can be reasonably provided by the applicant. Here, visual impact requirements for parking facilities to not “visually dominate” the setting are subjective.
4. Regulate landscaping and visual impacts via a landscaping or form-based section of ordinance.
5. Rewrite so that additional sections relating to development activity plan, signs, parking, landscaping, buffers, lighting, loading and delivery, snow storage, outdoor sales, and trash and recycling apply to all large footprint developments.

#### D. Townhouses (Sec. 21.53)

1. Remove distance requirements between townhouse projects.
2. Remove requirements on townhouses that effectively prevent rentals (more than one unit on a lot).
3. Increase height maximum to at least match single-family residential districts.

#### E. Mobile Homes (Sec. 21.54)

1. In definitions, distinguish between “mobile homes” and “manufactured” or “modular” homes.
2. Reduce the minimum lot size within a mobile home park.
3. Consider allowing manufactured homes in more districts with a conditional use permit. These could be allowed in districts that allow single-family detached homes.

### Recommendations for New Use Standards

#### F. Auto Fueling Stations and Repair

1. Allow as permitted uses in districts that are intended for auto-oriented uses (GBD, EEMU); allow as conditional in districts where lots are smaller, and design should be more pedestrian-oriented (TCD).
2. Keep existing standards requiring vehicles that are inoperable or awaiting repair/pick-up to be stored indoors or inside privacy fence.
3. Keep existing requirement for vehicle parts/debris to be stored indoors or inside privacy fence.
4. Add additional regulations for businesses abutting a residential use or district including buffer/screening, requirements for work to be conducted indoors to reduce noise impacts, operating hour restrictions.
5. Add additional regulations for lighting of canopies and parking areas that minimize glare and light pollution onto neighboring properties.

#### G. Public Utility Facilities and Structures

1. Add requirements for setbacks and buffers to minimize impact on surrounding properties (landscaping and/or fencing).
2. Add dimensional requirements, including setbacks based on the height of the structure.

#### H. Drive-In Car Washes/Drive-Throughs

1. Include existing requirements for car washes that all equipment be enclosed within a building, except for accessory equipment such as vacuums or air.
2. Add setbacks and buffers to minimize impact on surrounding properties (landscaping and/or fencing).
3. Add noise limits and operating hours.
4. Add standards for the layout of driveways, stacking lanes, pedestrian pathways to business entrances.
5. Ensure code language is flexible enough to accommodate both new development and retrofit of existing properties.

**I. Worker Housing/Construction Camps**

1. Add standards for type of structure allowed.
2. Add standards for occupancy limits (temporary).

**J. Outdoor Storage**

1. Add standards for setbacks and buffers.
2. Add standards for screening (fences, walls, landscaping).
3. Ensure language is clear that this includes outdoor storage of equipment, vehicles, and/or items for sale.

**K. Kennels**

1. Allow as permitted in districts aimed towards industrial uses (GC-2 and EEMU) as potential for impacts of a kennel are low.
2. Reference existing license requirements in 20.28.

**L. Small wind energy system exceeding 10 kW**

1. Small wind energy systems can be permitted in more districts with special standards. It is appropriate to leave them as conditional in predominantly residential districts.
2. Reference existing requirements in 21.58.

**For Reference – Proposed Changes to Conditional Uses**

The table on the following page was included in your June 18<sup>th</sup> packet and is here for reference to assist in your review of proposed specific use standards.

**Table 1: Proposed Changes to Conditional Uses**

Uses	Current Status	Proposed Change	Notes
<b>Uses labeled “P” are Permitted (by-right) and “C” are Conditional (require a CUP). District names are spelled out the first time they are used</b>			
<b>Non-Residential Uses</b>			
Hotels, Motels, and Lodging	P in GBD Gateway Business C in MC Marine Commercial District	P in MC Marine Commercial District	
Auto Fueling Stations	C in CBD Central Business and EEMU East End Mixed Use Districts P in GC-1 General Commercial	P in GBD P in EEMU C in TCD Town Center	Allow as a permitted use (with standards) in districts that are intended for auto-oriented uses, allow as conditional in districts where lots are smaller, and design should be more pedestrian-oriented.
Auto Repair	P in GC-1	P in GBD P in EEMU C in TCD	Allow in the same places as auto fueling stations.
Kennels	C in RR Rural Residential, GC-2 General Commercial and EEMU districts	P in GC-2 and EEMU districts	GC-2 and EEMU are geared toward industrial uses, so potential for impacts of a kennel are low.
Drinking establishments	P in CBD, TCD and GC-1 C in MC	P in MC	The MC district is highly commercial and appropriate for restaurants, clubs, and drinking establishments.
Group Care Home	P in RO Residential Office, CBD, TCD C in RR and UR	P in M Medical District	Group care homes are similar to medical uses
Hospitals	C in M	P in M	The medical district is intended for hospitals as a primary use.
Public utility facilities and structures	C in RR, RO, M, C, GC-1, GC-2, EEMU, MC, MI Marine Industrial, OSR Open Space Recreation, and CO Conservation	P in all districts	Publicly necessary utility uses should be permitted in all districts, with special standards.



Uses	Current Status	Proposed Change	Notes
<b>Uses labeled “P” are Permitted (by-right) and “C” are Conditional (require a CUP). District names are spelled out the first time they are used</b>			
Small wind energy system exceeding 10 kW	C in RR, UR, RO, M, CBD, TCD, GBD	P in M, CBD, TCD, GBD, GC-1, GC-2, EEMU, MC, MI	Small wind energy systems can be permitted in more districts with special standards. It is appropriate to leave them as conditional in predominantly residential districts
<b>Residential Uses</b>			
Townhouses	P in UR, RO, M, CBD, TCD, GBC C in GC-1		Expand areas where townhouses are allowed.
Multiple-Family Dwelling	P in RR, UR, CBD, TCD, GBD	P in RO, M, GC-1, GC-2, EEMU and MC	Allow multi-family projects in commercial and industrial districts. Rewrite special standards for these dwellings in some districts so that they are easier to accommodate.
Construction Camps*	C in GC-2 and EEMU	P in GC-2, EEMU and MI	These are housing units meant for industrial workers and should be permitted in industrial areas.

\*Construction Camps is the term currently used in the zoning code which refers to dedicated worker housing. This could be renamed and defined in the updated code.

**PLANNING COMMISSION  
2025 Calendar**

	<b>AGENDA ITEM DEADLINES</b>	<b>MEETING DATE</b>	<b>COMMISSIONER SCHEDULED TO REPORT</b>	<b>CITY COUNCIL MEETING FOR REPORT*</b>	<b>ANNUAL TOPICS FOR AGENDA AND EVENTS PLANNED</b>
<b>JANUARY</b>	12/11/24 Public Hearing Items 12/13/24 Prelim Plat Submittals 12/17/24 Regular Agenda Items	01/02/25		Monday, 01/13/25 6:00 p.m.	
	12/24/24 Public Hearing Items 12/27/24 Prelim Plat Submittals 01/03/25 Regular Agenda Items	01/15/25		Monday 01/27/25 6:00 p.m.	
<b>FEBRUARY</b>	01/15/25 Public Hearing Items 01/17/25 Prelim Plat Submittals 01/24/25 Regular Agenda Items	02/05/25		Monday 02/10/25 6:00 p.m.	NFIP Staff Training
	01/29/25 Public Hearing Items 01/31/25 Prelim Plat Submittals 02/07/25 Regular Agenda Items	02/19/25		Monday 02/24/25 6:00 p.m.	
<b>MARCH</b>	02/12/25 Public Hearing Items 02/14/25 Prelim Plat Submittals 02/21/25 Regular Agenda Items	03/05/25		Monday 03/10/25 6:00 p.m.	
	02/26/25 Public Hearing Items 02/28/25 Prelim Plat Submittals 03/07/25 Regular Agenda Items	03/19/25		Monday 03/24/25 6:00 p.m.	
<b>APRIL</b>	03/12/25 Public Hearing Items 03/14/25 Prelim Plat Submittals 03/21/25 Regular Agenda Items	04/02/25		Monday 04/14/25 6:00 p.m.	
	03/26/25 Public Hearing Items 03/28/25 Prelim Plat Submittals 04/04/25 Regular Agenda Items	04/16/25		Monday 04/28/25 6:00 p.m.	
<b>MAY</b>	04/16/25 Public Hearing Items 04/18/25 Prelim Plat Submittals 04/25/25 Regular Agenda Items	05/07/25		Monday 05/12/25 6:00 p.m.	
	04/30/25 Public Hearing Items 05/02/25 Prelim Plat Submittals 05/09/25 Regular Agenda Items	05/21/25		Tuesday 05/27/25 6:00 p.m.	
<b>JUNE</b>	05/14/25 Public Hearing Items 05/16/25 Prelim Plat Submittals 05/23/25 Regular Agenda Items	06/04/25		Monday 06/09/25 6:00 p.m.	Reappointment Applications will be sent out by the Clerk.
	05/28/25 Public Hearing Items 05/30/25 Prelim Plat Submittals 06/06/25 Regular Agenda Items	06/18/25		Monday 06/23/25 6:00 p.m.	

<b>JULY</b>	06/25/25 Public Hearing Items 06/27/25 Prelim Plat Submittals 07/03/25 Regular Agenda Items	07/16/25		Monday 07/28/25 6:00 p.m.	
<b>AUGUST</b>	07/16/25 Public Hearing Items 07/18/25 Prelim Plat Submittals 07/25/25 Regular Agenda Items	08/06/25		Monday 08/11/25 6:00 p.m.	<ul style="list-style-type: none"> <li>• Election of Officers</li> <li>• Worksession: Training with City Clerk</li> <li>• Capital Improvement Plan Presentation by Jenny Carroll</li> </ul>
	07/30/25 Public Hearing Items 08/01/25 Prelim Plat Submittals 08/08/25 Regular Agenda Items	08/20/25		Monday 08/25/25 6:00 p.m.	
<b>SEPTEMBER</b>	08/13/25 Public Hearing Items 08/15/25 Prelim Plat Submittals 08/22/25 Regular Agenda Items	09/03/25		Monday 09/08/25 6:00 p.m.	
	08/27/25 Public Hearing Items 08/29/25 Prelim Plat Submittals 09/05/25 Regular Agenda Items	09/17/25		Monday 09/22/25 6:00 p.m.	
<b>OCTOBER</b>	09/10/25 Public Hearing Items 09/12/25 Prelim Plat Submittals 09/19/25 Regular Agenda Items	10/01/25		Monday 10/13/25 6:00 p.m.	
	09/24/25 Public Hearing Items 09/26/25 Prelim Plat Submittals 10/03/25 Regular Agenda Items	10/15/25		Monday 10/27/25 6:00 p.m.	Annual Meeting Schedule for 2026
<b>NOVEMBER</b>	10/15/25 Public Hearing Items 10/16/25 Prelim Plat Submittals 10/24/25 Regular Agenda Items	11/05/25		Monday 11/10/25 6:00 p.m.	
<b>DECEMBER</b>	11/12/25 Public Hearing Items 11/14/25 Prelim Plat Submittals 11/21/25 Regular Agenda Items	12/03/25		Tentative: Monday 01/05/26 6:00 p.m.	There are no Council meetings in December.

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



## 2025 Meeting Dates & Submittal Deadlines

### Homer Planning Commission

*Meeting dates are bolded and submittal deadlines are underneath*

#### **January 2, 2025**

December 11 for Public Hearing Items  
December 13 for Preliminary Plat Submittal  
December 17 for Regular Agenda Items

#### **January 15, 2025**

December 24 for Public Hearing Items  
December 27 for Preliminary Plat Submittal  
January 3 for Regular Agenda Items

#### **February 5, 2025**

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

#### **February 19, 2025**

January 29 for Public Hearing Items  
January 31 for Preliminary Plat Submittal  
February 7 for Regular Agenda Items

#### **March 5, 2025**

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

#### **March 19, 2025**

February 26 for Public Hearing Items  
February 28 for Prelim. Plat Submittal  
March 7 for Regular Agenda Items

#### **April 2, 2025**

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

#### **April 16, 2025**

March 26 for Public Hearing Items  
March 28 for Preliminary Plat Submittal  
April 4 for Regular Agenda Items

#### **May 7, 2025**

April 16 for Public Hearing Items  
April 18 for Preliminary Plat Submittal  
April 25 for Regular Agenda Items

#### **May 21, 2025**

April 30 for Public Hearing Items  
May 2 for Preliminary Plat Submittal  
May 9 for Regular Agenda Items

#### **June 4, 2025**

May 14 for Public Hearing Items  
May 16 for Preliminary Plat Submittal  
May 23 for Regular Agenda Item

#### **June 18, 2025**

May 28 for Public Hearing Items  
May 30 for Preliminary Plat Submittal  
June 6 for Regular Agenda Items

## 2025 Meeting Dates & Submittal Deadlines

### Homer Planning Commission

*Meeting dates are bolded and submittal deadlines are underneath*

#### **July 16, 2025**

June 25 for Public Hearing Items

June 27 for Preliminary Plat Submittal

July 3 for Regular Agenda Items

#### **August 6, 2025**

July 16 for Public Hearing Items

July 18 for Preliminary Plat Submittal

July 25 for Regular Agenda Items

#### **August 20, 2025**

July 30 for Public Hearing Items

August 1 for Preliminary Plat Submittal

August 8 for Regular Agenda Items

#### **September 3, 2025**

August 13 for Public Hearing Items

August 15 for Prelim. Plat Submittal

August 22 for Regular Agenda Items

#### **September 17, 2025**

August 27 for Public Hearing Items

August 29 for Preliminary Plat Submittal

September 5 for Regular Agenda Items

#### **October 1, 2025**

September 10 for Public Hearing Items

September 12 for Preliminary Plat Submittal

September 19 for Regular Agenda Items

#### **October 15, 2025**

September 24 for Public Hearing Items

September 26 for Preliminary Plat Submittal

October 3 for Regular Agenda Items

#### **November 5, 2025**

October 15 for Public Hearing Items

October 16 for Preliminary Plat Submittal

October 24 for Regular Agenda Item

#### **December 3, 2025**

November 12 for Public Hearing Items

November 14 for Preliminary Plat Submittal

November 21 for Regular Agenda Item