

HOMER SPIT COMPREHENSIVE PLAN

City of Homer, Alaska

Planning Commission Working Draft

April 30, 2010 ~ USKH



NOTE: This document is intended as a Working Draft for active editing and discussion. It primarily will be used in Planning Commission Work Sessions with opportunities for the public to both listen and provide comments.

For ease of discussion and editing, report graphics are not included. Maps illustrating existing conditions and future framework concepts are provided in separate pdfs.

As the Commission shapes this document through the early part of the summer it is hoped that input, refinements, and edits will help provide a more solid framework for a future draft plan. It is anticipated that by late July a revised draft will be released to the public, and a highly publicized set of public meetings will be held in August, with specific attention to notifying all Spit Vendors.

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Chapter I. Introduction

1 The Homer Spit is a defining natural feature, stretching four and one-half miles into Kachemak Bay. The Spit
2 was the site of the town’s first settlement and survived the 1964 Good Friday earthquake. In more recent
3 times, it has emerged as the centerpiece for Homer’s tourism industry.

4 The Homer Spit is a lot of things to a lot of different and diverse groups of people. It is a working port and
5 harbor, a wildlife refuge, a place for outdoor recreation, and a place for employment and business. An
6 economic engine for the region, it is the center of Homer’s thriving fishing industry and has become one of
7 Alaska’s most popular tourism destinations.

8 As one enters the City from the north and experiences the view of Kachemak Bay, the surrounding mountains
9 and glaciers, the focus of your attention is naturally drawn to the Spit as a place you have to visit. This update
10 of the City of Homer Spit Comprehensive Plan is similar to that view, focusing attention on current issues,
11 defining a vision, and setting a course of action for the future.

12 The Homer Spit Comprehensive Plan was excluded from the overall city comprehensive plan update which
13 began in 2006. It was determined the Spit was such an important community feature it deserved and required
14 its own planning effort. Some of the issues identified by the City to address in the plan include:

- 15 • Increasing traffic congestion
- 16 • Parking
- 17 • New demands for public services
- 18 • Future land use, zoning, and development
- 19 • Encouraging economic development without compromising the unique character and “flavor” of the Spit

20 Purpose of the Plan

21 The Comprehensive Plan describes existing conditions and defines a preferred future development plan. The
22 Plan recommends public improvements for this unique and special place and addresses future land use and
23 zoning, parking, pedestrian issues and conservation. The Plan will serve to guide the Planning Commission, the
24 City Council and other community leaders and businesses as they make decisions related to the Spit for years
25 to come.

26 The Planning Process

27 The planning process began in April 2009 with a contract for professional services. The planning process has
28 included ongoing public involvement opportunities, including to date four public planning workshops, as well
29 as ongoing input, work sessions, and discussion with the Planning Commission.

30 A project website was established from the project outset to provide information to interested persons. The
31 website, www.homerspitfutureplan.com, provided meeting notices, summaries of community meetings, and

32 draft documents. It also provided an email feedback function that a number of people used to provide
33 comments.

34 In August 2009 public involvement workshops were provided to introduce the project and identify community
35 concerns, issues, and opportunities.

36 In September a second round of workshops were held, which were well attended by interested citizens,
37 property, and business owners. Back to back workshops on September 10, 2009 featured a time for drop-in
38 informal discussion (3:00 to 5:00 pm) and then a presentation and planning workshop (6:30 pm to 8:30 pm).
39 These open house events included opportunities to comment on maps of the Spit, a presentation about the
40 planning process, and comments/suggestions from participants. In addition, a number of people submitted
41 comments through the project website. These comments and ideas were used as a basis for planning
42 recommendations, and representative quotations are included throughout the report.

43 From the initial phase of public input, a number of major themes and issues emerged from the public
44 comments:

- 45 • A desire to make the Spit a better, year-round destination for locals and visitors alike
- 46 • The Spit has great potential for economic/industrial development and the creation of year-round, family
47 sustaining jobs. Tourism development should not compromise this potential and land should be
48 designated for industrial-type development. Mix, yet balance, maritime industry with tourism.
- 49 • The need for improved transportation alternatives, including bicycles, pedestrians and a shuttle bus.
- 50 • The recognition of the unique coastal bird habitat and sea mammal environment.
- 51 • Improve access, condition and amenities of existing parks and open places and consider adding more
52 parks, open space, a kayak launch, fishing dock, and a community central gathering place
- 53 • Parking is a major issue
- 54 • Concern about future residential developments
- 55 • Reduce pedestrian/vehicle conflicts
- 56 • There is a desire for more overslope development (boardwalk of shops, restaurants, and services, etc.)
- 57 • Great opportunities for public art
- 58 • Consider zoning that is unique to the Spit

59 Over the fall, additional discussions, input and research were completed and a “framework document” was
60 released in January 2010 as a focal point for community discussion and to solicit additional direction from City
61 Planning staff, Planning Commission, and Port and Harbor Advisory Commission. As a result of the ensuing
62 discussion, including discussion at two Planning Commission work sessions (April 7 & 21, 2010), it has become
63 clear that additional time will be needed to develop a solid framework for the draft plan that more fully
64 reflects community needs and concerns. Thus, on April 30, 2010 a Working Draft was created which both

65 revises somewhat the January document, and also reformats for active editing. Although the draft is primarily
66 for use by the Planning Commission, all work sessions focused on revising this document will be held in an
67 open forum, which will feature opportunities for the public to both listen and provide comments.

68 As the Commission shapes this document through the early part of the summer it is hoped that input,
69 refinements, and edits will help provide a more solid framework for a future draft plan. It is anticipated that in
70 late July a revised draft will be released to the public, and a highly publicized set of public meetings will be held
71 in August.

72 In terms of the overall planning process, the Spit Comprehensive Plan process has followed a progression of
73 research, community participation, study and brainstorming. Listed below are the major steps that will lead to
74 a final plan for formal adoption as an element of the Homer Comprehensive Plan:

- 75 • Gather Information
- 76 • Research and Analysis
- 77 • Community Involvement
- 78 • Parking Study
- 79 • Future Development Scenarios
- 80 • Framework Plan
- 81 • Community Review
- 82 • Draft Comprehensive Plan
- 83 • Planning Commission Review
- 84 • Final Plan

85 Currently, a draft Framework Plan has been completed and is ready for community review. The Framework
86 Plan serves as the basis for community discussion as the community reflects on the goals, objectives, and
87 implementation plan for the Spit. The Homer Spit Comprehensive Plan will be the end product of this planning
88 progression, and strongly reflect input from citizens, the Spit business community, the Planning Commission,
89 and city staff.

90
91

92 Chapter II. Background Data and Existing Conditions

93 The Homer Economy

94 The economy of Homer and surrounding region is based upon commercial fishing, government, services and
95 tourism. The area has grown and prospered in recent years due to growth of these sectors. Sales tax revenues
96 were down for the 2009 tax season which was attributed to the downturn in the national economy and the
97 resulting effect on tourism in Alaska.

98 The Homer Spit is a major contributor to the regional economy as the hub for the Kachemak Bay commercial
99 fishing industry, and as one of Alaska’s premier tourism destinations.

100 The recently drafted Homer Comprehensive Plan addressed the community’s economy, as summarized below:

- 101 • Homer’s demographics are changing. Many out-of-town and out-of-state retirees are coming to Homer,
102 changing land prices and expectations about public services and facilities.
- 103 • Homer needs room to grow, in a way that respects the community’s character, as well as addresses
104 concerns such as sprawl and climate change. The plan should designate locations and patterns for new
105 growth, considering related needs like expanded water and sewer service.
- 106 • Housing prices are being driven up by new demands and an influx of residents with wealth difficult to
107 match in Homer. Maintaining a stock of quality housing for middle-and low-income households will be
108 important for Homer’s future.
- 109 • The natural environment is important to Homer’s economy and way of life. The community clearly desires
110 to maintain the natural environment. New strategies will be needed to protect this environment as the
111 community grows – particularly regarding drainage, erosion, and open space.
- 112 • Homer has a diverse, vibrant economy that builds from the community’s strengths and character. The
113 community will need to work to enhance and preserve economic opportunity.
- 114 • Tourism is likely to stay strong and grow.
- 115 • Lastly, it is likely these trends will continue, and Homer will face new forms of challenges and opportunities
116 tied to growth.

117 Land Use

118 A variety of land uses have evolved over time on the Homer Spit and created a unique sense of place. Uses
119 include marine-related industrial and commercial, including fishing and fish processing, the harbor and harbor
120 related business, the marine highway terminal, port facilities, fuel storage, retail commercial, lodging, camping,
121 parking, recreational, conservation and public land uses.

122 RV and tent camping is a major land use. Camping opportunities include tent camping on the beach and
123 several public and private campgrounds.

124 In recent years, new condominium residential units have
 125 been developed near the end of the Spit. Combined with
 126 the Lands End Resort Hotel, resort/residential is a
 127 significant land use on the Spit.

128 A map showing locations of existing land uses can be
 129 found in a separate pdf (2010-04-30 Spit Plan Existing
 130 Conditions Maps). The table and pie chart above also
 131 show the approximate distribution of land uses on the
 132 Homer Spit.

133 Within the City of Homer’s existing zoning code there are
 134 currently only four designations. These include Marine
 135 Commercial (MC), Marine Industrial (MI), Open Space-
 136 Recreational (OSR), and Conservation (CO).

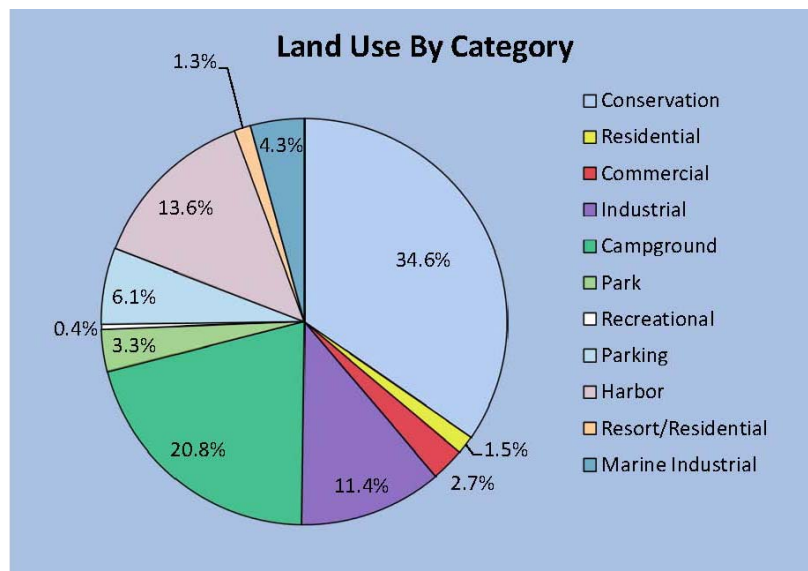
137 **MC (MARINE COMMERCIAL)**

138 **Intent** - Provide adequate space for the commercial
 139 needs which service and support water-dependent
 140 industries and facilities; encourage adequate separation
 141 between allied but potentially incompatible commercial
 142 and industrial uses while providing proximate locations
 143 for mutual benefit of such water-oriented commercial
 144 and water dependent industrial uses. Commercial
 145 enterprise permitted to the extent that it services and
 146 supports the water-dependent industries which are
 147 important to Homer’s economic base (e.g., fishing,
 148 marine transportation, off-shore energy development,
 149 recreation and tourism) and to the extent
 150 that location elsewhere creates
 151 unnecessary hardship for the users of such
 152 commercial services. Performance
 153 standards are required to minimize the
 154 impact of commercial development on the
 155 natural features on which it depends.

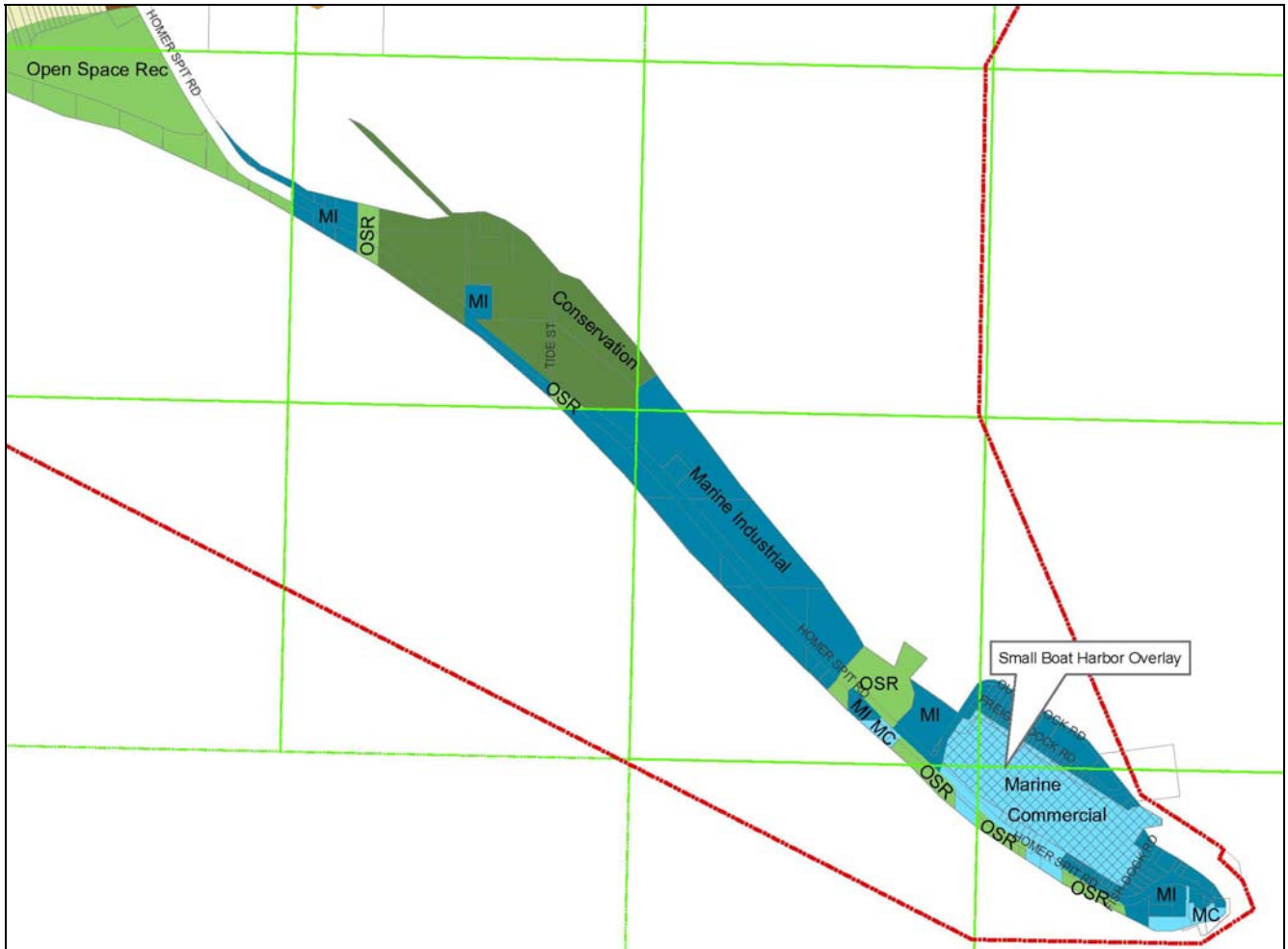
156 **MI (MARINE INDUSTRIAL)**

157 **Intent** - Provide adequate space for those
 158 industrial uses that require direct marine
 159 access for their operation and

Homer Spit Land Usage Summary, 2009			
#	Usage	Acreage	Percentage
0	Conservation	189.7	34.6%
1	Residential	8.19	1.5%
2	Commercial	14.67	2.7%
3	Industrial	62.64	11.4%
4	Campground	114.14	20.8%
5	Park	18.26	3.3%
6	Recreational	2.18	0.4%
7	Parking	33.34	6.1%
8	Harbor	74.31	13.6%
9	Resort/Residential	7.25	1.3%
10	Marine Industrial	23.35	4.3%
TOTAL:		548.03	100%



160



161 **Figure 1 - City of Homer Zoning Map, October 27, 2009**

162 to encourage the most efficient utilization of land. Promote marine-dependent industries important to
163 Homer’s economic base (e.g., fishing, fish processing, marine transportation, off-shore oil development, and
164 tourism); give priority to those uses, and minimize conflicts among industrial, commercial and recreational
165 uses.

166 **OSR (OPEN SPACE – RECREATIONAL)**

167 **Intent** - Promote public recreational opportunities while protecting natural and scenic resources. Give priority
168 to pedestrian uses over motor vehicle uses and preserve public access to tidelands. All development proposals
169 in the district will be evaluated in terms of their compatibility with natural hazard and erosion potential and
170 their effect on scenic vistas and public access.

171 **CO (CONSERVATION)**

172 **Intent** - The conservation district is applied to sensitive public and some instances private lands that are critical
173 to the maintenance of fish and wildlife resources, serve important watershed protection areas, or serve other
174 key environmental functions. These lands are to be maintained in an undisturbed and natural state, except for
175 enhancement projects. Private landowners may agree to have this designation on their property.

176 Natural Environment

177 The coastal area of the Spit is a marine and tidal environment, attracting numerous shore birds and marine
178 animals. Tides on the Kachemak Bay that can range more than 26 feet have created expansive tidal flats and a
179 rich shore environment for wildlife.

180 Much of the Spit's upland environment has been altered over time. The Spit was severely impacted by the
181 1964 earthquake as the elevation significantly dropped, and areas of the Spit actually disappeared. Some of
182 that displacement has rebounded since that time. Material from the subsequent excavation of the existing
183 boat harbor and annual dredging have been used to fill the Spit and raise the elevation of the land to the
184 present level.

185 Tsunami

186 Kachemak Bay is situated in an active seismic area of Alaska. A tsunami analysis entitled "Tsunami Hazard
187 Maps of The Homer and Seldovia Areas, Alaska" was published by the State of Alaska Department of Natural
188 Resources, Division of Geological & Geophysical Surveys, in 2005. This report considered two earthquake
189 scenarios and estimated tsunami inundation for Homer and Seldovia, but did not model the inundation by
190 waves that might be generated by local submarine or sub aerial landslides, or the inundation from a debris
191 avalanche generated by eruption of nearby Augustine Volcano.

192 The summary of the study concludes "neither of the modeled scenarios results in inundation of the entire
193 Homer Spit. However, it is important to note that the Border Ranges fault scenario results in flooding of a
194 portion of the Spit and the road for a distance of approximately 0.3 mi (0.5 km) near the head of the Spit.
195 Because this flooding may occur repeatedly during a tsunami, it is possible that the road may be washed out,
196 cutting off the evacuation route from the Spit. Even though our numerical modeling does not show inundation
197 of the entire spit for the scenarios we used, we recommend that evacuation of the Spit be a mandatory part of
198 any tsunami evacuation plan."

199 The report ends with the statement "because of the uncertainties inherent in this type of modeling, these
200 results are not intended for land-use regulation." Thus, common sense must prevail in developing plans for
201 the Homer Spit. Tsunami warning sirens and evacuation signs are currently in place and consideration should
202 be given to provide additional warning siren locations and evacuation plans.

203 Flood Hazard

204 In 2003, the City of Homer joined the National Flood Prevention Program, and adopted regulations for
205 development in flood zones. In general, the Federal Insurance Rate Maps identifies the Spit as a Coastal High
206 Hazard Area. The Spit's shoreline is in the "Velocity Zone" which is characterized by coastal wave action with
207 tidal surges and high energy, wind-generated wave action.

208 The Flood Standards aim to minimize exposure to flood damage while protecting the functions of the coastal
209 zone. For example, these standards require that all new construction be built to:

- 210 • Withstand a 100-year flood event

- 211 • Be elevated on pilings to a level of one foot above the base flood elevation
- 212 • Be landward of the mean high tide
- 213 • Resist hydrostatic and hydrodynamic loads and the effects of buoyancy
- 214 • Prevent flotation with tie down, or have openings around the floor to allow for water flow or
- 215 watertight flood proofing

216 Meeting these development standards is costly. Buildings and boardwalks must be designed and certified by
217 an engineer or surveyor indicating that the pilings will withstand a 100-year event and that the structures are
218 elevated properly. In order to provide this assurance the required engineering analysis often includes wave run
219 ups, wave forces, and datum changes which add costs to the development. Additionally, engineers and
220 surveyors have disputed the elevations on the Flood Insurance Rate Maps; therefore FEMA intends to resolve
221 the inconsistencies with a new comprehensive coastal restudy of the Homer Spit starting in 2010.

222 **Climate Change**

223 Alaska is experiencing the impacts of global climate change. It is predicted that melting of the Greenland and
224 Antarctic ice sheets will impact coastal areas around the world by raising water levels as much as 2 meters by
225 the end of this century. This forecasted effect of climate change will greatly impact the Homer Spit and should
226 be considered in planning efforts. Experts also predict more frequent and severe storms, accelerating erosion
227 of the shoreline.

228 While current water levels present no major limitations to development at this time, the impacts of climate
229 change on the Spit must be continuously monitored and evaluated.

230 **Transportation**

231 The Spit is served by the two- lane Sterling Highway (Homer Spit Road). The highway is under the jurisdiction
232 of the Alaska Department of Transportation (ADOT). A map showing transportation facilities on the Spit can be
233 found in a separate pdf (2010-04-30 Spit Plan Existing Conditions Maps).

234 A June 2009 traffic count indicates an average daily traffic (ADT) total of 3540 vehicles for the month. Annual
235 traffic data from 2007 indicates an annual ADT of 4125 vehicles. The 2007 monthly ADT data ranges from a
236 low of 1636 vehicles in January to a high of 8959 vehicles in July. The highest daily traffic counts occurred on
237 several consecutive days in May of 2007 and were in excess of 10,500 vehicles. The next highest daily counts
238 occurred in July and were in excess of 10,000 vehicles.

239 The State Highway Marine Terminal is located adjacent to the Pioneer Dock. Ferry service provides access to
240 Prince William Sound and Kodiak Island.

241 A separated bike and walking path parallels the highway from the mainland to just west of the Freight Dock
242 Road. The City is currently planning the continuation of the bike and pedestrian path from its current terminus
243 to the end of the Spit.

244 Parking Study and Analysis

245 With vehicular parking a primary issue on the Spit, a parking study was conducted as part of the planning
246 process. The goal of the parking analysis is to address these parking issues:

- 247 • Pedestrian safety
- 248 • Short and long-term recommendations
- 249 • Signage
- 250 • Parking lot design
- 251 • Parking policies, such as free vs. charge, time limitations, etc.

252 Parking for vehicles is a major land use on the Homer Spit, occupying 6% of the available land. Parking is also a
253 primary community concern as expressed by public comments at planning workshops and email feedback from
254 the project website.

255 Existing Parking Facilities and Policies

256 The Port and Harbor Commission is responsible for management of parking on the Homer Spit. A map
257 showing existing parking facilities is included on the following page.

258 Public parking facilities consist primarily of gravel open areas. Most parking is located around the harbor area,
259 and at the fishing lagoon. In recent years, several parking areas located near the marina ramps have been
260 paved and designated as fee parking.

261 Portions of public and private parking areas are located within the DOT right-of-way (ROW). The City is
262 currently negotiating an agreement with the DOT for management of the parking areas located in the ROW.

263 Organizing the gravel open areas for an efficient parking pattern and traffic flow is a challenge. Temporary
264 pylons and rope are often used as an attempt to guide and organize parking. There is no signage identifying
265 parking areas, except for the paved fee parking sites.

266 There are no existing parking areas for the large number of RVs and other large vehicles that visit the Spit,
267 resulting in sometimes chaotic parking patterns.

268 Other than the few paved areas designated for fee parking, all other areas are designated as free parking for
269 up to seven (7) days. Thus, areas considered prime parking for day users and retail customers are used
270 extensively by long-term parkers.

271 There are no areas designated for short-term parking and delivery/service vehicles for commercial areas.

272 Parking Users

273 Parking facilities on the Homer Spit serve a number of different groups and needs. Listed below are the users
274 identified:

- 275 • Vessel owners, crewmen, and clients
- 276 • State Park taxi boat customers
- 277 • Shop owners/ employees
- 278 • Tourists
- 279 • Fish dock employees & commercial truck traffic for fish industry
- 280 • Commercial delivery trucks
- 281 • Ferry dock customers/crewman and commercial trucks
- 282 • Residents from across the bay
- 283 • Load and launch customers, trailers
- 284 • Vessels parked on the uplands
- 285 • Fishing lagoon fishermen
- 286 • Campers and RVs
- 287 • Federal, State & City employees
- 288 • People selling boats and vehicles

289 **Parking Analysis**

290 An important part of the parking study was creating a one day “snapshot” of parking utilization. This included
 291 estimating parking lot capacity and counting all parked vehicles in all public parking areas on an hourly basis.
 292 Following is an overview summary of the one day parking count study and analysis:.

- 293 • The parked vehicle count was made on Friday, July 10, 2009
- 294 • Considered a busy, typical summer day
- 295 • About 1,343+/- parking spaces were inventoried and counted every hour all day
- 296 • 1023 vehicles or 76% of the parking was occupied at the peak hour (2 pm)
- 297 • Up to 92% of all parking was occupied in retail and ramp areas at the peak hour
- 298 • 330 parking spaces, or 24.5% of all parking, was occupied by the same vehicle all day in various locations

299 Parking behavior observations were made during the count. The gravel parking surface creates inefficiencies
 300 as parkers have difficulty lining up. In addition, RVs require a larger parking space and can partially block
 301 driving lanes. There were people obviously camping in parking areas as well.

302 Port of Homer

303 The City of Homer is the major property owner on the Spit. A map showing all City-owned lands and areas that
304 are leased by the City for income can be found in a separate pdf (2010-04-30 Spit Plan Existing Conditions
305 Maps).

306 The City also owns and operates port and harbor facilities. Harbor facilities serve a number of shipping,
307 commercial fishing and recreational users and interests, as well as stimulate the local economy by providing
308 facilities that support these major industries.

309 Facilities include:

- 310 ● Small Boat Harbor: The Small Boat Harbor has 893 reserved stalls, 6000 feet of transient mooring, a five
311 lane boat launch and fish cleaning stations.
- 312 ● Fish Dock and Ice Plant: The Fish Dock operates for a nine month season. The dock has eight cranes. The
313 ice plant has 200 ton of ice storage.
- 314 ● Deep Water Dock: 245 face with 40 feet of depth.
- 315 ● Pioneer Dock: 469 face with 40 feet of depth. The Pioneer Dock serves the Alaska Marine Highway
316 Terminal located adjacent to the dock.

317 Parks and Recreation

318 The City Public Works Department operates parks and recreation facilities on the Homer Spit including two
319 campgrounds, public restrooms, and a RV dump station. A key consideration for this planning effort is the
320 City's responsibility for parks extending well beyond the Spit. Although there are many recreational needs and
321 opportunities on the Spit, these must be balanced within the overall context of the existing City of Homer
322 Comprehensive Plan Parks and Recreation priorities, currently planned CIP projects, and staff and maintenance
323 resources and capacity.

324

325

326 Chapter III. Framework Analysis

327 The framework provided in this section is intended as a platform for further discussion to help the broader
328 community define its goals, objectives and future actions desired as a foundation for the final Homer Spit
329 Comprehensive Plan. To date, we have heard the beginnings of a direction and key issues relating to what the
330 future Homer Spit is desired to be.

331 It is clear that the Homer Spit is a defining physical and social element of the larger Homer community and of
332 Southcentral Alaska. Visitors and residents treasure this “jewel” of Alaska and its unique mix of art, culture,
333 sport, recreation, and environmental assets. The community wishes to protect and continue this mix, but at
334 the same time wishes to promote commercial and industrial vitality. Also, the community wishes to provide
335 better connections for pedestrians and non-motorized users to improve access and safety.

336 Ongoing citizen participation and community feedback, and additional direction from City Planning staff,
337 Planning Commission, and Port and Harbor Advisory Commission are now critical to moving forward from this
338 draft to the final preparation of the new Comprehensive Plan for the Homer Spit. It is intended that over the
339 next few months this section will be extensively edited and reviewed, with a final outcome provided to the
340 public for review mid to late summer 2010.

341 The Framework is outlined in terms of three overarching categories with subcategories:

- 342 1. Land Use and Community Design
- 343 2. Transportation
- 344 3. Economic Vitality

345 1. Land Use and Community Design

346 In terms of guiding future development and design on the Spit, zoning regulations are a critical foundation.
347 Realistically, although four zoning categories are present, development will realistically only be focused into
348 two districts: MI- Marine Industrial and MC-Marine Commercial. Yet, as described following, there are
349 currently a number of issues with this zoning, specific to the Spit.

350 The minimum lot sizes are 6,000 square feet in the MI District and 20,000 square feet in the MC District
351 respectively. These minimums are for new platted lots. The uniform size and grid pattern that this promotes
352 does not make sense for all development on the Spit given the underlying curvilinear land form and the
353 premium value of land. Allowing a more site- responsive and variable approach would help enhance the more
354 eclectic, compact development pattern that has historically evolved, and that gives the Spit its interesting
355 character.

356 Another set of zoning issues on the Spit relate to what uses are permitted, or are conditional use:

- 357 • Currently, resort and resort/residential land uses are permitted in the MC-Marine Commercial District
358 as a planned unit development.

359 • A caretaker residence is a conditional use in the MI-Marine Industrial District.

360 • Several commercial uses are conditional uses in the MI-Marine Industrial uses, such as restaurants.

361 Although these existing measures help limit the potential overexpansion of commercial and residential
362 development, more carefully tailored tools are desired that better address the demand for these uses, while
363 preserving the waterfront and other fishing and marine transportation and economic uses.

364 Another issue relates to existing parking requirements. All uses are subject to parking requirements, although
365 some required parking has been waived for new developments. There should be a clear policy on required off-
366 street parking. Should scarce and valuable land be used for parking, when considerable parking resources
367 already exist on the Spit? Separate, private, off-street parking facilities can create more traffic and detract
368 from the pedestrian environment. An alternative is to waive parking requirements in lieu of a onetime parking
369 system contribution or assessment, or requiring annual permit purchases.

370 A final zoning consideration relates to the current required setbacks. Do these make sense and contribute to
371 the desired development pattern, and are they necessary for health and safety reasons, such as fire
372 protection?

373 Beyond zoning, each future land use has a number of key issues, opportunities, and consideration that need to
374 be considered within the final comprehensive plan. These are addressed separately, followed by broad
375 overarching goals for Land Use and Community Design.

376 **1.A Industrial Development**

377 The Spit has great potential for future industrial development related to the fishing, marine and shipping
378 industries. Key issues include the need to:

379 • Better utilize the limited land available for industrial and economic development

380 • Reserve sufficient land by the deep water dock for future industrial development.

381 • Encourage development related to the fishing, fish processing, and boating industries.

382 Future industrial development should be clustered in specific locations as designated on the land use plan.
383 However, it is important that industrial activities can have deleterious impacts to scenic resources that are
384 valued by the public. Carefully considered screening of industrial land use should be considered where
385 industrial activity takes place adjacent to other existing development and transportation routes. However,
386 care must be exercised to ensure that screening does not then restrict views to scenic resources.

387 The existing fish dock, ice plant, and processing plant are key economic generators on the Spit but they are
388 potentially threatened by inappropriate development. Further the mix of land uses in the area and the
389 undefined circulation sometimes creates hazards to pedestrians and others that pass through the area.

390 The area north of the harbor basin by the deep water dock is a bright spot in industrial activity on the Spit and
391 receives high use. However, competing uses and traffic patterns may encroach into the activity in this area
392 and create safety hazards in the future. This area requires attention to provide for separation of uses and
393 reservation of land for future industrial development.

394 **1.B Commercial Development**

395 The generally unconstrained commercial development on the Spit has added to its interesting character but
396 also has had deleterious effects to views and has contributed to a haphazard and “temporary” character to
397 development. As more commercial opportunities are desired, the Overslope area at the harbor basin offers
398 excellent opportunities for commercial growth and a more controlled and established character to the Spit.
399 These opportunities are available in particular on the south and west sides of the harbor basin as noted on the
400 development Framework Plan. The development plan shows a proposed configuration of approximately
401 60,000 square feet of new retail space. This level of retail square footage devoted to small shops, restaurants
402 and service business space should be sufficient to meet demands well into the future.

403 While this opportunity has tremendous economic opportunities, the character of that development must be
404 carefully considered. The City of Homer should consider developing appropriate standards and design
405 guidelines for new development to maintain the character of the Homer Spit and to avoid the haphazard
406 character for which many members of the public have voiced concern, and at the same time, retain the
407 eclectic and interesting character of development at the Spit that residents and visitors value. Buildings should
408 be no more than one or two stories to maintain a human scale and to preserve views of the surrounding bay
409 and mountains.

410 One issue that is sometimes found difficult to address is the issue of how to regulate commercial versus
411 industrial development. More definition is needed with respect to commercial use to address the character of
412 commercial development as it has occurred on the Homer Spit.

413 **1.C Resort/Residential Development**

414 Both formal permitted lodging facilities and campgrounds, and informal, unpermitted lodging and camping are
415 present on the Spit. While there may be community concern about additional lodging, camping and residential
416 uses, the uses are already there. A clear policy is needed and appropriate regulations created to meet public
417 health and safety concerns.

418 A lodging facility, the existing Land’s End Resort, has been located on the Spit for many years. In recent years,
419 a new residential condominium development was constructed adjacent to Land’s End, creating a large
420 resort/residential and lodging facility.

421 Community concerns over additional residential development were expressed at planning workshops.
422 Concerns included the height of buildings blocking views, safety related to tsunami and flooding. Although
423 some of these concerns and objections may be overcome through design, the concern over tsunami and
424 severe flood/weather events is real. There are presently people living on the Spit above retail businesses, in
425 RVs and vehicles, and staying in tents at campgrounds.

426 Additional lodging on the Spit does have a positive impact in reduction of traffic. Lodging and bed and
427 breakfast facilities can be located above existing and future commercial developments. By permitting these
428 activities, the City can better regulate them and ensure facilities meet building, health, and safety codes.

429 A residential option should be considered as part of the planning process. It is already an existing
430 development, the Spit is served by public utilities, and various forms of residential use is occurring.

431 The future land use plan identifies several locations where resort/residential may be appropriate. The site
432 presently occupied by the lease campground is adjacent to the existing residential units at Land’s End. The
433 current land use is not the highest and best use of the property. A resort/residential development at this
434 location would complement the existing Land’s End development and the retail, restaurants, and service
435 businesses. That said, many residents would like to see that opportunity site left open for uses that better
436 preserve views and public enjoyment of the end of the Spit.

437 Another possible location for residential land use is the property owned by the English Bay Tribal Corporation,
438 adjacent to the ice arena.

439 **1.D Conservation/Natural Environment**

440 The public clearly indicated its recognition of the value of the tidal habitat, beaches, and views available on the
441 Homer Spit. These areas are not just important as habitat for a myriad of shorebirds, waterfowl, fish,
442 mammals, and plant life, but are important to the identity of the community of Homer. Protection of these
443 areas is endemic to any development or use that is allowed on the Homer Spit.

444 This planning effort recognizes the value of the natural environment of the Homer Spit by recommending
445 continued preservation of this unique marine tidal habitat as conservation areas. In addition, public access to
446 important use and viewing areas should be preserved, and where required, improved.

447 **1.E Parks and Recreation**

448 A new community park and gathering area was a priority identified during the planning workshops. A possible
449 site identified in the public process is a portion of the city campground west of the harbor basin and Freight
450 Dock Road. This site would seem to be appropriate and would require reconfiguration of the road and the
451 existing boat launch area. A proposed reconfiguration would create more space for overslope and commercial
452 development.

453 A concept plan was prepared for the proposed park area showing a pavilion, amphitheater, kayak launch,
454 children’s play area, walkways and beach volleyball courts.

455 Other improvements for existing parks are noted on the Framework Plan including:

456 **End of the Road Park:** storm watch pavilion, restrooms, a fishing dock, better definition of the parking
457 area and an improved turn around for vehicles.

458 **Seafarer’s Memorial Park:** It is suggested this park be expanded slightly to give it more prominence. This
459 is another excellent location for a multi-seasonal storm watch pavilion and public restrooms.

460 **Coal Point Park:** The existing small park located adjacent to the fish dock has a parking area that is too big
461 and a small, but wonderful green space with excellent views of the harbor and fish dock. Shrink the parking lot
462 and expand the green space. The park could be connected to the vacant lot next to the Pioneer Dock along the
463 beach, providing additional open space.

464 In addition, the City of Homer Capital Improvement Plan (2010) includes the following Parks and Recreation
465 projects:

466 **Fishing Lagoon Improvements:** The Nick Dudiak Fishing Lagoon (also known as the “Fishing Hole”) is a
467 man-made marine embayment approximately 5 acres in size, stocked to provide sport fishing harvest
468 opportunity. It is extremely popular with locals and visitors alike. During the summer when salmon are
469 returning, approximately 100 bank anglers may be present at any one time between 7 a.m. and 10 p.m.

470 The lagoon embayment itself is in need of maintenance work. Including removal of a gravel bar at the
471 entrance, lengthen and increase the height of the northern-most terminal groin using rip-rap armor stone from
472 the City’s small stockpile, rebuild the north berm using beach nourishment methods dredge the lagoon
473 approximately 3 feet to remove deposits from tidal action, and to plant wild rye grass sprigs to stabilize the
474 inner basin slope.

475 **Mariner Memorial Park Improvements:** As one of Homer’s most popular recreation areas, Mariner
476 Park attracts campers, beach walkers, kite-flyers, trail users, birders, people with dogs, and others who come
477 to enjoy the views and open-air recreation opportunities. Homer’s growing population and tourist visitation
478 are placing greater demand on Seafarer’s Memorial Park, increasing the need for recreation and safety
479 enhancements.

480 The following have been identified as specific areas for improvement in the next six years:

- 481 ● Construct a plumbed restroom facility
- 482 ● Develop a bike trail from “Lighthouse Village” to Seafarer’s Memorial Park
- 483 ● Expand the park and move the vehicle entrance to the north
- 484 ● Construction of a tunnel under the Spit Road to provide safe access to the Homer Spit Trail
- 485 ● Fee camping sites
- 486 ● Picnic/barbeque area

487 At the base of the Spit, adjacent to the Seafarer’s Memorial Park, is a tidal area already impacted by dike
488 construction. Historically, this area was permitted for fill, but never was completely implemented. This area
489 should be considered for expansion of the city campground.

490 **Goals for Land Use and Community Design**

491 **1.1** Maintain the variety of land uses that establish the unique “Spit” character and mix of land uses.

492 **1.2** Improve the permanence and character of new commercial development.

493 **1.3** Provide public facilities that attract residents and visitors to the Spit for recreational purposes.

494 **1.4** All development should recognize, value, and complement the unique natural resources on the Homer
495 Spit.

496 **1.5** Respond to seasonal land use demand fluctuations.

497 **1.6** Protect public access to and enjoyment of the Spit’s unique natural resources.

498 **2. Transportation**

499 **2.A Marine Transportation**

500 Comprehensive Planning for the Spit must take care as it addresses land issues to remember that the Spit is a
501 critical regional marine transportation link. Maintaining infrastructure, and enhancing and expanding the port
502 facilities, freight capacity, and multi-modal access links are critical. These will provide for improved
503 transportation of goods and materials in and out of Homer, and also help move people both regionally and
504 along the Alaska's Pacific Coast.

505 **2.B Road and Trail Access**

506 The City of Homer should continue to work with DOT on use and management of the Sterling Highway right-of-
507 way through the Spit commercial area. A concept has been prepared as part of this planning process that
508 shows the realignment of several highway segments. This concept needs to be further developed but has
509 potential to provide substantial benefits, including consolidation of parking areas, reduction of pedestrian
510 conflicts, and traffic calming. Potential issues result from moving the road closer to the beach, such as storm
511 spray and erosion concerns.

512 The proposed bike path extension was originally conceptualized to be located along the harbor basin.
513 However, this concept creates conflicts with proposed overslope development, and safety issues with mixing
514 bicycles, pedestrians, shoppers, and marina users. An alternative concept would locate the bike path along the
515 highway, with sufficient separation for the comfort and safety of pedestrians. The bike path, situated in a
516 median of sawgrass, would add natural green space and create the opportunity to define specific driveway
517 locations for the large parking area.

518 **2.C Parking Management**

519 **Parking Management Ideas and Recommendations**

520 The framework plan recommends a number of actions to organize and manage parking on the Spit. These
521 ideas focus on parking management, separating as much as possible different long and short term parking
522 uses, redefining parking areas, and charging a fee for long-term parking. A large, fold-out map (#3) is located at
523 the end of this document and provides the general Framework Plan for future parking on the Homer Spit.

524 **Free Parking:**

525 Free parking for 4 hours should be provided in key locations to support retail and commercial business on the
526 Spit. The free parking areas should be patrolled during peak periods to enforce compliance and parking tickets
527 issued for violations.

528 **Permit Parking for Slip Rentals and Employees:**

529 Seasonal slip customers and employees should be issued permits for designated areas. The idea is to not
530 necessarily charge a fee for this parking but rather to manage where this parking occurs. Parking for slip rentals
531 is proposed adjacent to several of the marina ramps.

532 **Permits for Long Term Parking:**

533 Fee permits for those who need to leave a vehicle on the spit for a longer term should be required. Under the
534 current situation, people can leave a vehicle parked anywhere for up to 7 days, and it is difficult to enforce this
535 term. There is no incentive not to leave a car on the Spit for extended periods of time.

536 **Loading Zones and Handicap Parking:**

537 The commercial and retail businesses located on the Spit require numerous deliveries. Specific loading zones
538 should be identified and designated.

539 Handicap parking spaces are needed near marina ramps and retail areas. Designate handicap parking on the
540 existing paved parking areas adjacent to the marina ramps.

541 **Compress the Existing Boat Trailer Parking Area:**

542 Currently, an area larger than required is being used for boat trailer parking. Average daily use is
543 approximately 80 to 100 trailers parked during peak summer season, falling to a peak of 45 during fall and
544 spring months. However, up to 165 trailer parking spaces may be required during the winter king salmon
545 derby.

546 The boat trailer parking area should be compressed for better utilization, enforcement of policies and
547 maintenance. The area should be large enough to accommodate peak use. The land not being used for boat
548 trailer parking can be available for future economic development, but making the area smaller now will help
549 identify exactly how much trailer parking is necessary.

550 **Parking Signage:**

551 Parking users need guidance and information to know where and how to park. Currently, parking areas are
552 not clearly identified and policies are not well communicated. Clear identification of parking areas, occupancy
553 rules and fees through an attractive, informative and consistent signage system will help resolve many of the
554 parking problems.

555 **Create Specific Parking Lot Entrances:**

556 The large parking area that borders the south side of the harbor is wide open and vehicles can enter the
557 parking area anywhere. This creates unsafe turning movements and chaos in the parking lot. RVs are prone to
558 hang up on the elevation change present alongside the Spit Road. To improve safety & efficiency, specific
559 driveways should be created at key locations related to layout and traffic flows.

560 **Parking Management:**

561 Parking facilities and land are valuable assets, especially on the Homer Spit, where land resources are limited.
562 Public parking must be managed to balance the needs of the many different parking user groups. Consider
563 creating a parking subcommittee to develop parking policies and improvement projects.

564 **Goals for Transportation on the Homer Spit:**

565 **2.1** Enhance and protect the Spit’s critical role in regional marine transportation.

566 **2.2** Improve traffic flow and safety on the Sterling Highway.

567 **2.3** Provide adequate and safe facilities for pedestrians and bicyclists.

568 **2.4** Provide improved multi-modal transportation on and to the Spit.

569 **2.5** Improve organization, wayfinding, and management of parking.

570 **3. Economic Vitality**

571 ***3.A Harbor and Port***

572 The City of Homer and its Port and Harbor Commission has been attempting to secure funding for a major
573 expansion project. The Corps of Engineers conducted an economic feasibility study of the project, funded by
574 the State of Alaska, the Corps and the City of Homer. The results of this study do not look favorable for a
575 harbor expansion in the short term future. However, the Port and Harbor Commission has other capital needs
576 and projects to maintain and improve the existing harbor facilities, listed below:

- 577 • Deep Water Dock Expansion, Phase 1
- 578 • Harbor Entrance Erosion Control
- 579 • Port & Harbor Building
- 580 • Public Restroom - Fish Dock
- 581 • Harbor Float Replacement
- 582 • Ramp 3 Gangway and Approach Replacement
- 583 • Passenger Ship Gangway

584 ***3.B Multi-Seasonal Use***

585 As a winter city, Homer should create more opportunities to make the Spit a year round destination for both
586 locals and visitors. The maritime climate does limit winter possibilities for activities like outdoor ice skating
587 and cross country skiing. However, walking, running, storm watching, beach combing, and bird and mammal
588 watching are all activities that can be enhanced with access and facilities designed for all season use.

589 **Goals for Economic Development on the Homer Spit**

590 **3.1** Improve the local economy and create year-round jobs by providing opportunities for new business and
591 industrial development appropriate for the Homer Spit.

592 Supportive of the goals outlined in this chapter is a draft land use plan. Two large fold-out maps (#1 & #2)
593 supplement this draft document and provide the general Framework Plan for future land use on the Spit. The
594 plan does not making sweeping changes to the existing development pattern or use of the Spit. It does
595 address future use of underutilized property, designates specific areas for economic development, and
596 provides for reorganization of land to create a community park and gathering place.

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600 The goals outlined in Chapter III provide a direction to guide the community for the future of the Homer Spit.
 601 This chapter lists the goals and provides specific objectives and strategies to accomplish those goals. While the
 602 goals provide direction, the objectives provide realistic, measurable milestones or points that, when reached,
 603 define the community’s success in achieving those goals. In order to provide methods and means to achieve
 604 those objectives, strategies are provided to guide the community as it strives to achieve the Homer Spit’s
 605 future as defined in this Comprehensive Plan. In addition to the tables that follow, separate pdf maps (2010-
 606 04-30 Spit Plan Future Framework Maps) provide some early concepts to focus discussion at this stage.

607 **1. Land Use and Community Design**

608 **Goal 1.1: Maintain the variety of land uses that establish the unique “Spit” character**
 609 **and mix of land uses.**

Objective	Strategies	Responsibilities
Revise zoning to protect character and enhance commercial, industrial, and public facilities development	Reserve and cluster industrial land at specific nodes, including north of harbor Better utilize the limited land available for industrial and economic development Reserve sufficient land by the deep water dock for future industrial development. Set aside a new community park Designate “overslope” for commercial use-focus on south and west sides Identify appropriate residential uses on the Spit Similar land uses (such as charter offices, boat and gear sales, tourism activities) shall be encouraged to cluster to achieve a mix of related activities and minimize adverse impacts on other activities. Promote a low impact use concept for the west side of the Spit in the update of the zoning code.	Planning Department Planning Commission Port and Harbor Commission
Create zoning language to differentiate “marine commercial” and “visitor-related commercial”	Appoint task force to identify concerns and language to address conflicts Submit draft ordinance to Planning Commission and City Council	Planning Department Planning Commission

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Review land lease policy and determine impact on leasing and character of leasing	<p>Create task force of government and business leaders to evaluate existing policies</p> <p>Create ordinance to modify lease policy</p> <p>City leases shall include land sufficient for businesses and minimal employee parking</p>	<p>Port and Harbor Commission</p> <p>Planning Department</p> <p>Finance Department</p>
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Goal 1.2: Improve the permanence and character of new commercial development.

Objective	Strategies	Responsibilities
Develop standards for public property development	Revisit design guidelines for Overslope to provide more specificity for development at harbor overslope	Planning Department
Develop standards to apply to private development	<p>Address screening of dumpsters/noxious facilities</p> <p>Address standards for screening of industrial development</p> <p>Develop a program that advocates that one percent (1%) of new construction costs be spent on landscaping.</p> <p>Require appropriate engineer’s approval for structural integrity for any large additions to existing structures.</p>	Planning Department

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Goal 1.3: Provide public facilities that attract residents and visitors to the Spit.

Objective	Strategies	Responsibilities
Provide amenities that aid residents and visitors	<p>Identify locations and needs for restrooms/showers</p> <p>Identify fish cleaning station locations</p> <p>Commercial camping shall be encouraged to locate away from commercial and industrial activities at each end of the Spit, recognizing increased non-resident demands for camping, tent, and recreational vehicle usage. Open space camping shall be encouraged to locate in the middle area of the Spit.</p>	<p>Public Works Department</p> <p>Chamber of Commerce</p> <p>Alaska Department of Fish and Game</p>

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<p>Provide enhanced park and recreation facilities</p>	<p>Prepare a master plan for development of a new community gathering space at the site of the existing city campground west of Freight Dock Road.</p> <p>Provide kayak launching facilities.</p> <p>Evaluate and develop a plan for non-boating access to fishing opportunities, such as the Lagoon “Fishing Hole”.</p> <p>Construct weather-protected picnic and outdoor meeting facilities.</p> <p>Open space recreation uses shall be encouraged on the east and west sides of the Spit on public land, from the north end of the existing development to the uplands.</p> <p>Maintain and increase public access to the harbor and beaches on the Spit to improve opportunities for fishing and other recreational activities.</p>	<p>Public Works Department/Parks and Recreation Division Chamber of Commerce</p>
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Goal 1.4: All development should recognize, value, and complement the unique natural resources on the Homer Spit.

Objective	Strategies	Responsibilities
<p>Preserve and protect important wildlife and bird sanctuary areas.</p>	<p>Require site-specific handling requirements for all runoff from parking areas</p> <p>Develop requirements for development to prevent the growth of noxious weeds</p> <p>Require the use of native plant materials for all landscaped areas</p> <p>Develop interpretive program to identify plant and animal resources</p> <p>Clearly sign critical habitat as off limits for motorized travel</p> <p>Commercial extraction of sand and gravel from the Spit shall not be allowed.</p>	<p>Public Works Planning Department Department/Parks and Recreation Division Alaska Department of Natural Resources/State Parks Non-profit organizations US Fish and Wildlife Services</p>
<p>Allow the natural transport of sediments along the west side of the Spit to continue uninterrupted.</p>	<p>Proponents of bulkheads, groins, breakwaters or other devices shall demonstrate that their project will not adversely disrupt this sediment transportation.</p>	<p>Public Works Department</p>

618 **Goal 1.5: Respond to seasonal land use demand fluctuations.**

Objective	Strategies	Responsibilities
Ensure that high demand seasonal uses are given priority	<p>Commercial fishing storage shall occur on the Spit only when there is no higher priority use for this area.</p> <p>Allow interim/temporary uses of vacant City land when they are supportive of seasonal demands (fishing, tourism, etc.).</p> <p>Rationalize parking areas to make sure demand is met but at the same time, reduce the overall footprint and visual impact.</p>	<p>Public Works Department</p> <p>Planning Department</p> <p>Port and Harbor Commission</p>

619 **Goal 1.6: Protect public access to and enjoyment of the Spit’s unique natural**
 620 **resources.**

Objective	Strategies	Responsibilities
Maintain and protect traditional public use of the beaches along the Spit such as for gathering coal, shellfish, and others.	<p>Inventory and identify key traditional use areas and access routes</p> <p>Obtain public ownership of land on the Spit especially focused around key sites</p> <p>Conservation of the Mud Bay area of the Spit</p>	<p>Public Works Department</p> <p>Planning Department</p> <p>Port and Harbor Commission</p>
Protect the scenic, natural and aesthetic resources of the Spit.	<p>Encourage the build-up of driftwood on Spit Beaches.</p> <p>Use native landscape elements in public design projects (beach grass, driftwood).</p>	<p>Public Works Department</p> <p>Parks and Recreation Dept</p> <p>Planning Department</p> <p>Port and Harbor Commission</p>

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624 **2. Transportation**

625 **Goal 2.1: Enhance and protect the Spit’s critical role in regional marine**
626 **transportation.**

Objective	Strategies	Responsibilities
<p>Prioritize transportation and land use decisions to support waterfront dependent activities</p>	<p>Priority for use of the Small Boat Harbor and distal end of the Homer Spit shall be marine commercial, marine industrial (fishing), industrial transportation, waterfront tourism, and recreation (both day use and outings across the bay)</p> <p>Enhance the connectivity and infrastructure needed to support Deep Water Cargo activities and Main Dock Areas.</p> <p>The City shall reserve right-of-way for access to the east side of the harbor.</p>	<p>Public Works Department</p> <p>Planning Department</p> <p>Port and Harbor Commission</p>

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Goal 2.2: Improve traffic flow and safety on the Sterling Highway (Homer Spit Road).

Objective	Strategies	Responsibilities
<p>Maintain the capacity of the Sterling Highway (Homer Spit Road)</p>	<p>Limit number of access points to the Sterling Highway.</p> <p>Initiate a Reconnaissance Study to better define and control crossing points in the harbor commercial area and to consider alternative alignments.</p> <p>Evaluate traffic calming as element of Reconnaissance study</p> <p>Enter Memorandum of Agreement with ADOT&PF to address parking, maintenance and management of the right-of-way.</p>	<p>Public Works Department</p> <p>Alaska Department of Transportation and Public Facilities</p>

Goal 2.3: Provide adequate and safe facilities for pedestrians and bicyclists.

Objective	Strategies	Responsibilities
Provide safe walkways and trails	<p>Develop pedestrian plan for Spit</p> <p>Consider options for location of the bike path to best address safety and all users.</p> <p>Plan and design the proposed bike path extension to meet the needs of bicyclists and pedestrians.</p> <p>Plat easements for walkways in commercial areas and along Overslope area</p> <p>Require provision of connectivity between adjacent commercial properties in permit process/zoning language</p> <p>Connect harbor to Seafarers Memorial with trail</p> <p>The City shall reserve 15' pedestrian/safety rights-of-way around the periphery of the small boat harbor.</p>	<p>Public Works Department</p> <p>Planning Department</p>

Goal 2.4: Provide improved multi-modal transportation on and to the Spit.

Objective	Strategies	Responsibilities
Achieve ferry service to Seldovia	<p>Joint meeting with Director of AMHS and City of Seldovia</p> <p>Evaluate feasibility of enhanced commercial opportunities</p>	<p>Public Works Department</p> <p>Planning Department</p> <p>Port and Harbor Commission</p> <p>Chamber of Commerce-marine vendors</p>
Implement a shuttle bus system during peak summer months to transport visitors and employees to town, lodging and remote parking.	<p>Establish a task force of vendors/public officials</p> <p>Create business plan/model to determine funding/cash flow</p>	<p>Chamber of Commerce</p> <p>Department of Public Works</p>

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Goal 2.5: Improve organization, wayfinding, and location of parking

Objective	Strategies	Responsibilities
Better define parking locations	Separate long-term parking from short-term/day use parking Designate specific areas for RV parking Provide loading zones for delivery trucks and vehicles in the retail district Implement a fee and permit system for long term parking	Public Works Department Planning Department Finance Department Port and Harbor Commission
Provide coherent wayfinding system for parking	Establish a consistent theme for all parking graphics and signage Develop color or other graphic/design feature to clearly indicate intended use Clearly identify City of Homer as owner and requirements for use of lots	Public Works Planning Department Port and Harbor Commission

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3. Economic Vitality

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Goal 3.1: Improve the local economy and create year-round jobs by providing opportunities for new business and industrial development appropriate for the Homer Spit.

Objective	Strategies	Responsibilities
Enhance the circulation and safety in the fish dock area	Create site-specific land use study for fish dock/processing/ice house area Close Fish Dock Road to through traffic Construct an observation deck near the Fish Dock.	Public Works Department Planning Department Finance Department Port and Harbor Commission

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<p>Enhance use of north harbor area for industrial use</p>	<p>Review zoning for adequacy of provisions for industrial growth</p> <p>Compress trailer parking to ensure there is no encroachment into needed industrial reserve lands</p> <p>Expand the port facilities and freight capacity for improved transportation of goods and materials in and out of Homer.</p> <p>Expand and improve the deep water dock and other related port facilities</p>	<p>Public Works Planning Department Port and Harbor Commission</p>
<p>Determine economic development opportunities for “value added” growth</p>	<p>Encourage development related to the fishing, fish processing, and boating industries.</p> <p>Host economic development forum and determine opportunities for value added growth</p>	<p>Alaska Economic Development Corporation Planning Department Chamber of Commerce Processing plant managers/operators</p>
<p>Determine incentives needed to promote Overslope development</p>	<p>Undergo market analysis and develop market plan for development</p> <p>Determine alternate incentives that would encourage growth</p> <p>Identify sources of funding or implementation actions for identified incentives</p>	<p>Public Works Department Port and Harbor Commission Alaska Department of Economic Development Finance Department</p>