



# City of Homer

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

## Office of the City Clerk

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## Supplemental Packet

TO: MAYOR LORD AND CITY COUNCIL  
FROM: AMY WOODRUFF, CITY CLERK  
DATE: JANUARY 12, 2026  
SUBJECT: SUPPLEMENTAL PACKET ITEMS

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### REGULAR MEETING AGENDA

#### MAYORAL PROCLAMATIONS AND RECOGNITIONS

- a. Remembering Elaine Grabowski
  - 1. Mayoral Proclamation

**Page 1**

#### PUBLIC HEARING(S)

- a. Ordinance 25-71, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code 11.04.050, Master Roads and Street Plans-Adopted, 11.04.058, Design Criteria Manual-Adopted, and 11.04.060 Geometric Design Requirements. Davis/Parsons. Introduction November 24, 2026 Public Hearing and Second Reading January 12, 2026.

Ordinance 25-71(S), An Ordinance of the City Council of Homer, Alaska Amending Homer City Code 11.04.050, Master Roads and Street Plans-Adopted, and 11.04.060 Geometric Design Requirements. Davis/Parsons.

- 1. Attachment to Memorandum CC-26-016
- 2. Public Comment Received.

**Page 2**

**Page 5**

### ORDINANCES

- a. Ordinance 26-07, an Ordinance of the City Council of Homer, Alaska Adopting the revised Port of Homer Terminal Tariff No. 1. City Manager/Port Director. Recommended Dates Introduction January 12, 2026, Public Hearing and Second Reading January 26, 2026.
  - 1. Public Comments Received

**Page 6**

### CITY MANAGER'S REPORT

- a. City Manager's Report
  - 1. Public Comments Received
- b. FY26 Q1 Financial Report
  - 1. Updated Fund Balance Report

**Page 7**

**Page 14**

**CITY OF HOMER  
HOMER, ALASKA  
Mayoral Proclamation**

***In Remembrance and Recognition of Elaine Grabowski***

**WHEREAS**, Elaine Grabowski was a deeply loved and respected member of the Homer community, known to many for her decades of dedicated service with the Homer Volunteer Fire Department (HVFD); and

**WHEREAS**, Elaine began volunteering with HVFD in the early 1980s, as part of one of the first groups of women to join the department and complete certified firefighter training, helping to pave the way for those who followed; and

**WHEREAS**, Elaine was hired as HVFD staff in 1983 and retired in April 2016 as the department's Emergency Services Coordinator, continuing to serve her community as a trained firefighter and EMT as a volunteer until 2024; and

**WHEREAS**, Elaine touched countless lives in Homer, both publicly and behind the scenes. To many, she was the welcoming face at the front entrance of HVFD and the calm, friendly voice on the phone—often the first point of contact in moments of uncertainty or need; and

**WHEREAS**, Elaine developed HVFD's highly successful 20-year educational partnership with area public schools, providing fire safety education and hands-on science lessons focused on simple machines. The brightly colored thank-you notes that filled her office stood as testament to her ability to connect with young people—thrilling students with a slide down the fire pole or the power of a fire hose, while reassuring them through lessons like stop, drop, and roll or a firefighter's carry; and

**WHEREAS**, Elaine earned deep respect for her dedication, professionalism, and tireless work ethic. Her infectious positivity and genuine care for others were foundational to the strong, compassionate, and professional culture of Homer's firefighting and emergency response community; and

**WHEREAS**, Elaine was quoted in a 2006 Homer News article as saying, "It's the best job in the world," a reflection of the pride and joy she took in serving her community. In 2014, she was honored with a Special Commendation Award from the Governor of Alaska's Council on Emergency Medical Services for her dedication and passion as a responder, educator, leader, mentor, and advocate for volunteers; and

**WHEREAS**, outside of HVFD, Elaine found joy in quilting, gardening, cooking, camping, and spending time with her long-term partner and husband, Gary Kulesza. Many will fondly remember her bright smile and warm welcome at the Classic Cook; and

**WHEREAS**, Elaine valued relationships above all—taking sincere interest in those she met, treating everyone with kindness, and always making time to stop, ask "How are you?", and truly listen. She was a steady, generous presence and a beacon of light in our community, whose absence will be deeply felt.

**NOW, THEREFORE I**, Rachel Lord, Mayor of the City of Homer, do hereby recognize and honor the life, service, and lasting impact of Elaine Grabowski, and on behalf of the City of Homer, express our profound gratitude for her extraordinary contributions to the Homer Volunteer Fire Department and to our community as a whole.

**IN WITNESS WHEREOF**, I have hereunto set my hand and caused the Seal of the City of Homer to be affixed.

ATTEST

Dated this 12<sup>th</sup> day of January, 2026

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AMY WOODRUFF, CITY CLERK

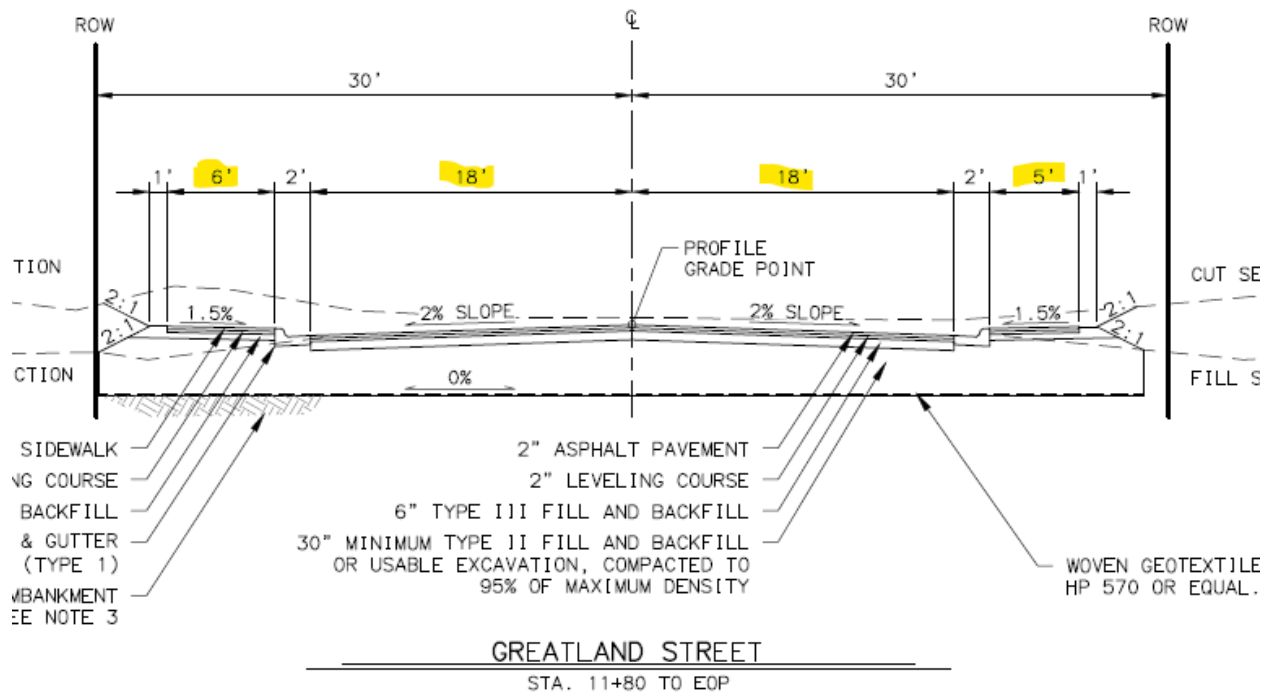
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RACHEL LORD, MAYOR

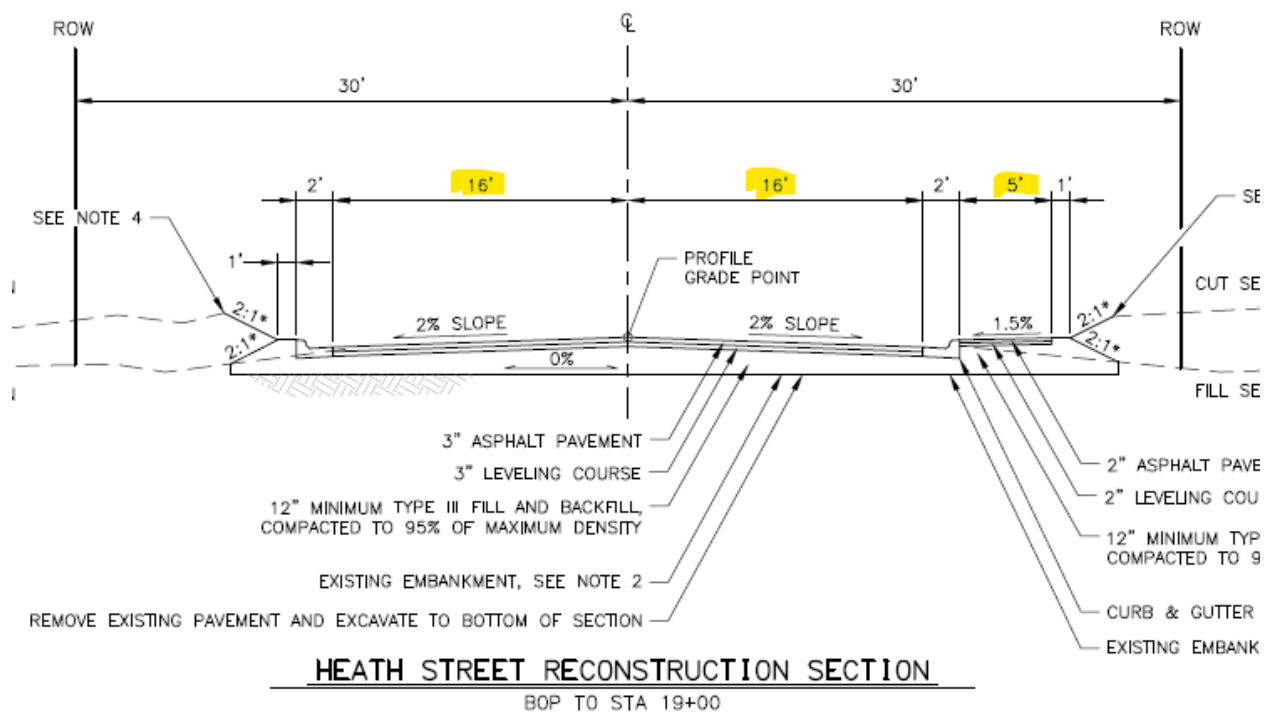
**Greatland Street, Heath Street reconstruction, Grubstake Avenue, and Snowbird Street:**

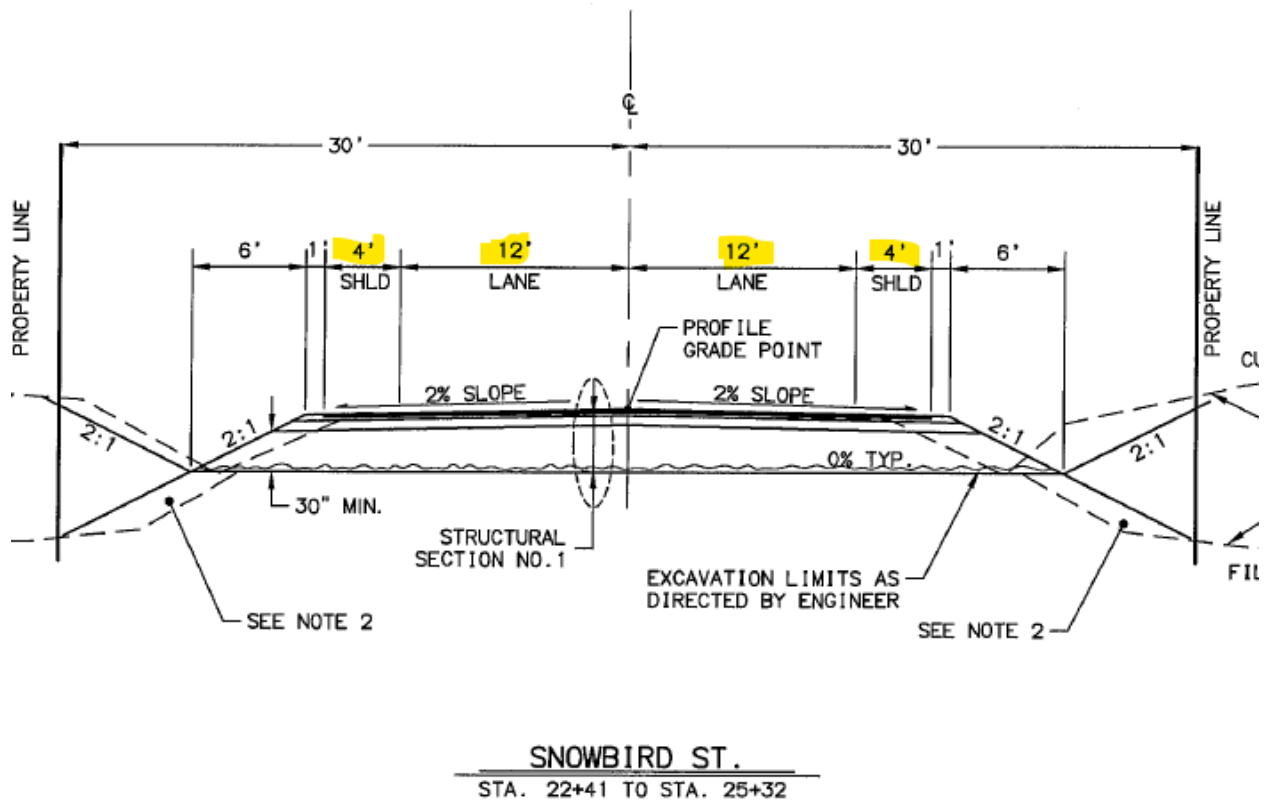
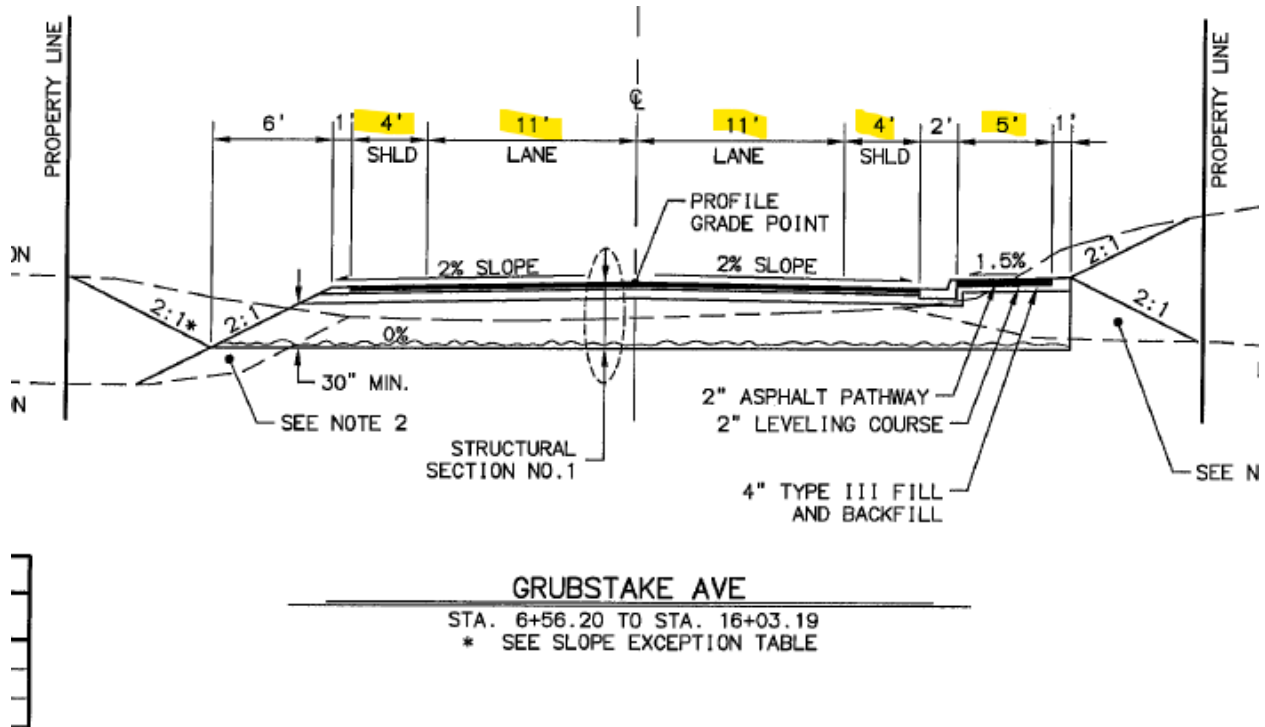
These are mostly collector roadways and were designed with a purpose and all wider than 10' lane widths. All project designs follow a design process utilizing established design manuals and consider public input through multiple public involvement meetings.

## Greatland Street



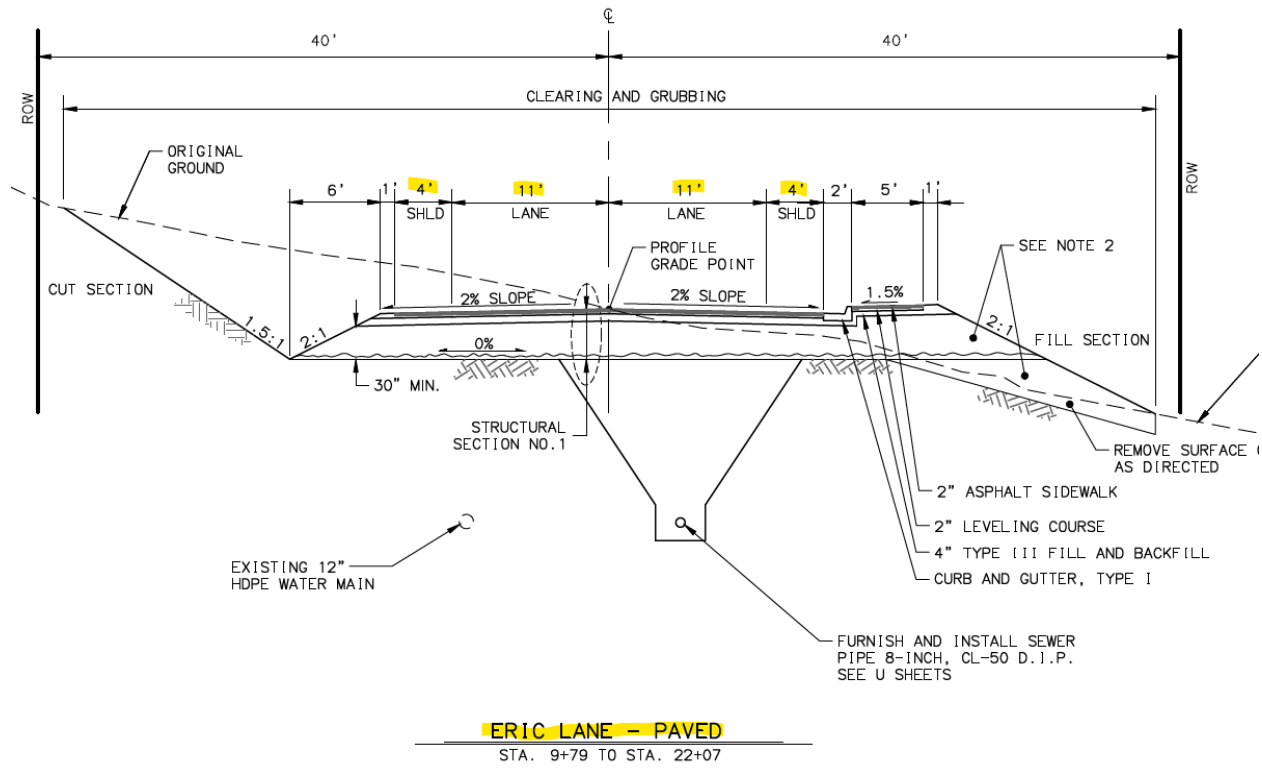
## Heath Street Reconstruction design



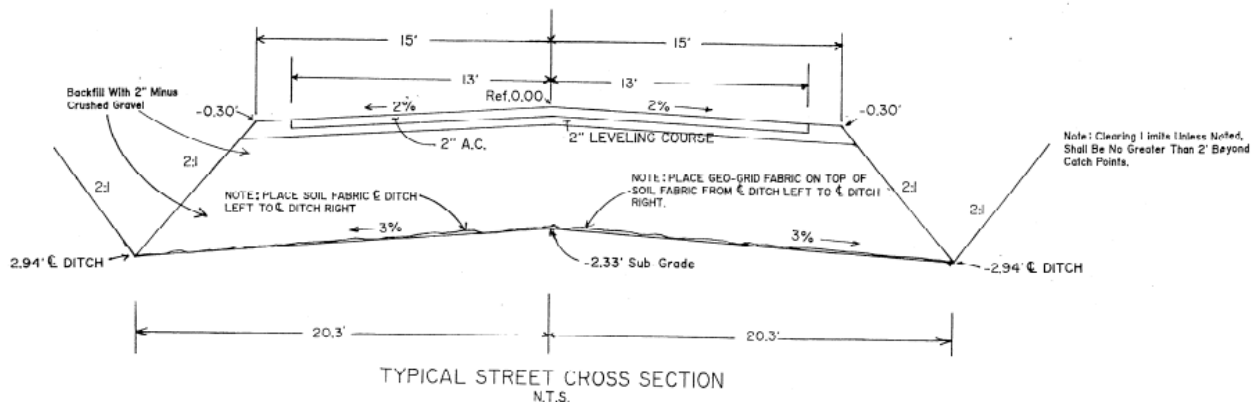
**Grubstake Avenue and Snowbird Street**

**Eric Lane:**

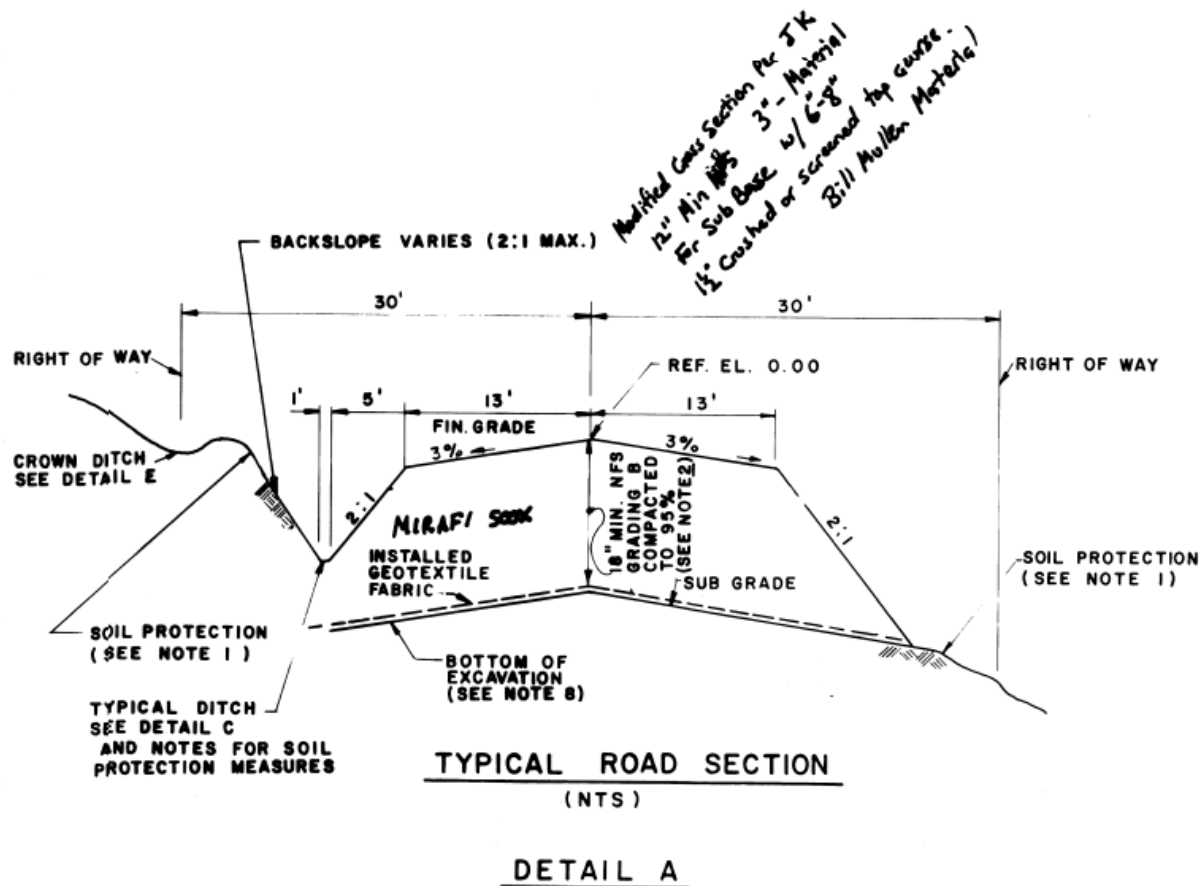
The western 1,275 feet of Eric Lane was constructed in 2017. The new eastern paved section should match up for consistency and good engineering design. Painted lines could taper down to 10-foot driving lanes when Eric Lane construction is completed. Continuing the 30-foot roadbed will provide for wide paved shoulders for a pullover and/or biking and walking space for safety and future addition of curb, raised sidewalk and a storm drainpipe as drawn below, in addition to snow storage and making maintenance of the road easier. This section below will aid greatly in future utility work/installation and of course road maintenance and plowing activities. Street signs should be designed to accompany and complement the roadway striping and for the times it is not visible in the winter season.

**Historical designs:**

Typical Street Cross Section for the 1988 Fairview Avenue Street Improvements project. This project went from Mullikin St. to Hohe St.



Road cross section from the 1983 Road, Water, and Sewer Improvements for Island View Subdivision, including Mountain View Drive and Island View Ct. (It is likely these roads were narrowed down due to the approximate 10% cross slope.) There isn't indication on the plans that it was paved right away.



## Amy Woodruff

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**From:** Frank Griswold <fsgriz@alaska.net>  
**Sent:** Friday, January 9, 2026 1:43 PM  
**To:** Amy Woodruff  
**Cc:** Department Clerk  
**Subject:** Ancillary Opposition to Proposed Ordinance 25-17

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

Dear Council and Mayor,

On October 1, 2025, Engineer Matthew Dura emailed City Engineer Leon Galbraith in relevant part as follows regarding unorthodox “context-sensitive” reconstruction of Bunnell Avenue:

"Per our conversation onsite I wanted to make it clear that Nelson Engineering takes no design responsibility for the paved shoulder parking along W. Bunnell Ave. I know these areas have been used for parking historically and there is room in some of the locations for smaller vehicles, however the depth of the parking stalls is less than a standard parking spot so many vehicles will be extending out into the main roadway resulting in roadway restrictions in an already narrow road. This will have impacts for the road users and maintenance equipment. During the design process we proposed multiple different parking configurations to the City of Homer and local residents and in the end it was decided by the city at the request of local property owners to repave the street in the same location as before with no sidewalks or designated parking. During construction, the decision was made by the City to pave the shoulders without consultation with Nelson Engineering. In addition, parking striping was placed on the shoulders without consultation with Nelson Engineering. With the previous dirt shoulders now paved and striped inside the ROW the city is seen as endorsing and encouraging this sub-standard parking configuration. In the unfortunate event that this sub-standard parking results in injury or damage I want to make it clear that Nelson Engineering did not design and does not endorse the current striped parking and we are concerned with the safety of motorists, pedestrians and cyclists using these areas. I would recommend removing the striping or placing a cross-hatch striping pattern on the shoulders as this could discourage parking in the area and would be a visual cue to users that parking in that area is not endorsed by the city or deemed safe."

Frank Griswold

## Amy Woodruff

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**From:** mary griswold <mgrt@xyz.net>  
**Sent:** Monday, January 12, 2026 11:20 AM  
**To:** Amy Woodruff  
**Subject:** Ord 25-71 (s) Lane widths amendment proposal

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

(Please include in the CC supplemental packet for today's meeting)

I propose an amendment to the chart at line 105 in Ord 25-71 (s) to change the lane width from 20 feet to 20-22 feet for collector, res; local res paved; and local res gravel roads.

This would allow a little flexibility for design. A short residential road may be fine with 10-foot-wide lanes but longer residential roads where there is more traffic may benefit from 11-foot-wide lanes. New residential development may not be in areas with city water and sewer or natural gas. Large water and fuel delivery trucks can be a challenge for drivers when narrow lanes are not in perfect condition. A little more lane to maneuver in is appreciated. Specific conditions in the area to be developed can be taken into consideration when designing the best road for the situation.



## Amy Woodruff

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**From:** Department City Manager  
**Sent:** Friday, January 9, 2026 7:59 AM  
**To:** Amy Woodruff  
**Subject:** FW: Karen Hornaday Loop

-----Original Message-----

From: Heather Kallevig <heather.kallevig@gmail.com>  
Sent: Thursday, January 8, 2026 8:26 AM  
To: Department City Manager <citymanager@ci.homer.ak.us>  
Subject: Karen Hornaday Loop

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

Hello,

Thank you for all you do for our city. I wanted to voice my support for the proposed trail above Karen hornaday park. I am hoping this can be made a priority with initial assessments made early this summer. We need more trails to support recreation in our town and a loop trail on the west side would be a great addition to our recreation opportunities. Please share my email with our city council members and feel free to reach out with any questions!

Heather Kallevig

Sent from my iPhone

## Amy Woodruff

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**From:** Department City Manager  
**Sent:** Friday, January 9, 2026 1:49 PM  
**To:** Amy Woodruff  
**Subject:** FW: Loop trail above KH park

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**From:** E K <liska.alaska@gmail.com>  
**Sent:** Friday, January 9, 2026 12:12 PM  
**To:** Department City Manager <citymanager@ci.homer.ak.us>  
**Subject:** Loop trail above KH park

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

I wholeheartedly support a loop trail above Karen H park. We need more trails in the community!!!  
Borough resident.  
Elizabeth Kandror.

## Scott Lynn

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**From:** sharon whytal <swhytal@gmail.com>  
**Sent:** Saturday, January 10, 2026 10:32 PM  
**To:** Melissa Jacobsen; Rachel Lord  
**Cc:** Department Clerk  
**Subject:** engineering for a Karen Hornaday Park Loop trail

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

Dear City Manager, Mayor and City Council members, Thank you for all you do for our beautiful community! Our whole area, locals and tourists alike, would benefit greatly from more walking trails in town. A loop trail in town would greatly expand the scope of this current trail, which is already being used by people in different ways. I understand the land has been purchased. Timing is important for the engineering to protect the land and make the best trail—one trail that avoids multiple side trails that currently are encouraged and happening by the historical use and lack of loop design; so please use existing trail funds to keep moving forward for a spring feasibility study and planning. Thanks to quick action of a few residents and your quick follow-through to accept the land for public ownership, we have a unique and special opportunity to expand town hiking right away!

Thank you for keeping this project moving!

In gratitude for our wonderful shared home, Sharon Whytal City Resident

2115 Bayridge Road

235-2094

**Scott Lynn**

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**From:** Willy Dunne <wdunne907@gmail.com>  
**Sent:** Saturday, January 11, 2026 3:01 PM  
**To:** Melissa Jacobsen; Rachel Lord  
**Cc:** Department Clerk  
**Subject:** Support for City of Homer loop trail above Karen Hornaday Park

Dear Ms. Jacobsen and City Council Members,

Please take the next steps needed to develop a loop trail on city land near Karen Hornaday Park using dedicated trail funds. I understand that one of the next steps is to hire an engineering firm to identify the best route for a loop trail - please do that as soon as possible!

I've hiked portions of the City properties in question and it is a beautiful and accessible location well suited for public foot trails. Thanks for purchasing the critical property needed to create a public trail and thanks for moving forward on creating a loop trail.

Sincerely,  
Willy Dunne  
907-299-6226

## Amy Woodruff

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**From:** mary griswold <mgrt@xyz.net>  
**Sent:** Friday, January 9, 2026 11:22 AM  
**To:** Amy Woodruff  
**Subject:** Ord 26-07 Terminal Tariff 1 public comment

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

(Please include in the supplemental packet for the 01.12.2026 CC meeting)

### Ordinance 26-07 Homer Terminal Tariff 1

I write this to dissuade you from considering an amendment to the tariff to extend the work skiff exemption from moorage fees.

The Port and Harbor Commission approved sending the tariff in its current configuration to the City Council on October 22, 2025.

City Council consideration was delayed because the P&H Commission was asked to specifically discuss the work skiff exemption. The commission discussed this item as New Business A. Memorandum from Port Director Regarding Tariff Rule 28.03 Work Skiff Exemption, at its December 10, 2025 meeting. Following discussion, a motion to extend the work skiff exemption failed due to lack of a second.

Port Director Bryan Hawkins disclosed during discussion that Item #5 in the 1999 bill of sale of the harbor from the state to the city requires the city to maintain and operate the harbor facilities for public purposes on a fair and equitable basis.

Our moorage fees are based on a per foot of vessel length taking up space in the harbor water. Extending a special interest carveout for moorage fees is not fair or equitable.

All vessels moored in the harbor should pay their fair share to help meet the high cost of maintaining the harbor float system. The harbor enterprise is funded by its users. It is not supported by sales tax or other general fund revenue.

The December Harbor operations report states there are around 370 vessels in the harbor now. There are 920 reserved stalls in the harbor and 6000 feet of transient mooring according to the Port Department website. It is obvious that most boats, whether commercial fishing boats, charter boats or recreational boats are out of the water in the winter. Yet the harbor infrastructure must be maintained year around to be available when it is most needed in the summer months.

Vessel owners who lease stalls pay for those stalls year around whether their boats are in the harbor or not. Vessels that use the harbor for shorter stays pay for that use on a prorated basis. There are many recreational boats shorter than some seine skiffs that pay short-term or annual moorage fees.

Allowing the seine skiffs exemption from payment shifts costs to other harbor users. The seine skiff exemption fails to meet the fairness and equity standards expected from our tariff system.

Please do not consider amending the tariff to extend an unfair special interest exemption.



## Fund Balance Report

General Fund CARMA		Prelim	Actuals 7/1/25 through 9/30/25			Prelim	Encumbered	Available
Fund # - Account #	Account Name	Ending Balance FY 2025	Transferred In/(out)	Other Income	Expenditures	YTD Balance FY 2026		
156-0369	Seawall	70,383	-	-	-	70,383	900	69,483
156-0372	ADA	60,000	-	-	-	60,000	-	60,000
156-0375	General	406,273	(117,672)	66,343	-	354,943	-	354,943
156-0384	City Hall	56,122	-	-	-	56,122	55,302	820
156-0385	Recreation	21,436	-	-	199	21,237	653	20,584
156-0387	Community Development	265,859	-	-	40,851	225,008	168,202	56,806
156-0388	Airport	31,000	-	-	-	31,000	-	31,000
156-0390	Library	43,119	-	-	-	43,119	26,561	16,558
156-0393	Fire	51,017	-	-	599	50,419	38,413	12,005
156-0394	Police	77,135	-	-	50,962	26,172	18,558	7,615
156-0395	Public Works	598,890	65,000	-	389,120	274,769	221,308	53,461
156-0396	HERC	266,000	-	-	1,543	264,457	13,637	250,820
156-0397	Fishing Hole	91,351	-	-	-	91,351	-	91,351
156-0398	IT	104,537	44,000	-	23,924	124,613	104,076	20,537
156-0399	Sister City	4,757	-	-	-	4,757	4,757	0
<b>Total</b>		<b>2,147,879</b>	<b>(8,672)</b>	<b>66,343</b>	<b>507,198</b>	<b>1,698,352</b>	<b>652,368</b>	<b>1,045,984</b>

General Fund Fleet CARMA		Prelim	Actuals 7/1/25 through 9/30/25			Prelim	Encumbered	Available
Fund # - Account #	Account Name	Ending Balance FY 2025	Transferred In/(out)	Other Income	Expenditures	YTD Balance FY 2026		
152-0375	General	15,392	-	-	-	15,392	-	15,392
152-0380	Administrative	20,000	-	-	-	20,000	-	20,000
152-0381	Fire	161,461	-	-	12,134	149,327	59,772	89,556
152-0382	Police	150,120	-	-	-	150,120	150,000	120
152-0383	Public Works	174,472	-	-	-	174,472	140,958	33,514
<b>Total</b>		<b>521,445</b>	<b>0</b>	<b>0</b>	<b>12,134</b>	<b>509,311</b>	<b>350,729</b>	<b>158,582</b>

Water & Sewer CARMA		Prelim	Actuals 7/1/25 through 9/30/25			Prelim	Encumbered	Available
Fund # - Account #	Account Name	Ending Balance FY 2025	Transferred In/(out)	Other Income	Expenditures	YTD Balance FY 2026		
256-0378	Water	2,590,264	-	6,322	95,325	2,501,261	1,202,957	1,298,305
256-0379	Sewer	1,126,691	-	6,322	-	1,133,013	236,262	896,751
<b>Total</b>		<b>3,716,956</b>	<b>0</b>	<b>12,644</b>	<b>95,325</b>	<b>3,634,275</b>	<b>1,439,219</b>	<b>2,195,056</b>

Port & Harbor Depreciation Reserve		Prelim	Actuals 7/1/25 through 9/30/25			Prelim	Encumbered	Available
Fund # - Account #	Account Name	Ending Balance FY 2025	Transferred In/(out)	Other Income	Expenditures	YTD Balance FY 2026		
456-0380	P & H Reserve	1,493,896	-	70,289	68,229	1,495,955	790,838	705,117
456-0386	Load and Launch Reserve	343,567	-	-	-	343,567	-	343,567
456-0389	Match Reserve	2,493,675	-	-	-	2,493,675	1,366,701	1,126,974
456-0373	USCGC Berth Space	168,795	-	950	-	169,745	0	169,745
<b>Total</b>		<b>4,499,934</b>	<b>0</b>	<b>71,239</b>	<b>68,229</b>	<b>4,502,943</b>	<b>2,157,539</b>	<b>2,345,404</b>

Port & Harbor Fleet Reserve		Prelim	Actuals 7/1/25 through 9/30/25			Prelim	Encumbered	Available
Fund # - Account #	Account Name	Ending Balance FY 2025	Transferred In/(out)	Other Income	Expenditures	YTD Balance FY 2026		
452-0374	P & H Fleet	117,158	-	-	-	117,158	8,305	108,853
<b>Total</b>		<b>117,158</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>117,158</b>	<b>8,305</b>	<b>108,853</b>

HART Roads		Prelim	Actuals 7/1/25 through 9/30/25			Prelim	Encumbered	Available
Fund #	Fund Name	Ending Balance FY 2025	Transferred In/(out)	Other Income	Expenditures	YTD Balance FY 2026		
160	HART Roads	4,752,830	-	624,062	923,430	4,453,462	4,538,377	(84,915)
160	HART Roads Match	500,000	-	-	-	500,000	0	500,000
<b>Total</b>		<b>5,252,830</b>	<b>0</b>	<b>624,062</b>	<b>923,430</b>	<b>4,953,462</b>	<b>4,538,377</b>	<b>415,085</b>

HART Trails		Prelim	Actuals 7/1/25 through 9/30/25			Prelim	Encumbered	Available
Fund #	Fund Name	Ending Balance FY 2025	Transferred In/(out)	Other Income	Expenditures	YTD Balance FY 2026		
165	HART Trails	1,248,285	-	73,916	2,544	1,319,657	610,135	709,521
<b>Total</b>		<b>1,248,285</b>	<b>0</b>	<b>73,916</b>	<b>2,544</b>	<b>1,319,657</b>	<b>610,135</b>	<b>709,521</b>

General Fund Unassigned Fund Balance		Prelim	Actuals 7/1/25 through 9/30/25			Prelim	Encumbered	Available
Fund #	Fund Name	Ending Balance FY 2025	Transferred In/(out)	Other Income	Expenditures	YTD Balance FY 2026		
100	GF Unassigned FB	2,629,289	-	-	-	3,724,844	324,759	3,400,085
<b>Total</b>		<b>2,629,289</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,724,844</b>	<b>324,759</b>	<b>3,400,085</b>

HART Roads - Available balance is negative at the end of this quarter due to the timing of cash flows and appropriating all FY26 capital projects and beginning of fiscal year. The available balance becomes positive in October 2025 and continues to remain positive.