US Army Corps of Engineers®
Alaska District

Integrated Feasibility Report
and Environmental Assessment

Homer Navigation Improvements
Homer, Alaska
Appendix F: Draft Real Estate Plan

May 2026

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF EXHIBITS

ACRONYMS

BCERE ..... Baseline Cost Estimate for Real Estate
FCSA ..... Feasibility Cost Sharing Agreement
GNF ..... General Navigation Feature
HTRW ..... Hazardous, Toxic and Radioactive Waste
LERRD ..... Lands, Easements, Rights-of-Way, Relocations, and Disposal Areas
MHW ..... Mean High Water
NEPA ..... National Environmental Policy Act
NFS ..... Non-Federal sponsor
PDT ..... Project Delivery Team
PED ..... Pre-Construction Engineering and Design
POA ..... Alaska District
PPA ..... Project Partnership Agreement
REP ..... Real Estate Plan
ROM ..... Rough Order of Magnitude
TSP ..... Tentatively Selected Plan
USACE ..... U.S. Army Corps of Engineers
USCG ..... U.S. Coast Guard

APPENDIX F DRAFT REAL ESTATE PLAN

F.1. Purpose

This Real Estate Plan (REP) will be appended to the U.S. Army Corps of Engineers (USACE) Alaska District (POA) feasibility report for the Homer Navigation Improvements Feasibility Study. The purpose of the study is to (1) provide a coordinated, implementable solution for navigation improvements at Homer, Alaska as specified in the Feasibility Cost Sharing Agreement (FCSA), executed March 29, 2023, between the Department of the Army and the non-Federal Sponsor (NFS) and (2) to determine whether sufficient Federal interest exists to construct a project for these improvements. The City of Homer is the NFS for this study and the proposed Project Partnership Agreement (PPA).

The primary purpose for this REP is to: (1) identify and describe the real estate requirements for the lands, easements, rights-of-way, relocations, and disposal areas (LERRD) for construction, operation and maintenance of the proposed navigation improvements and project elements described in the FCSA; (2) outline the costs and real estate considerations associated with the proposed alternatives, and (3) assess the capability of the NFS for LERRD acquisition. The REP is tentative in nature and for planning purposes only. Both the final real property acquisition lines and the real estate cost estimates provided are subject to change, even after approval of the feasibility study.

F.2. Authority

This feasibility study is being conducted under authority granted by Section 204 of the Flood Control Act of 1948, Public Law 80-858, as amended, which authorizes investigations of harbors and rivers in Alaska:

> *"The Secretary of the Army is hereby authorized and directed to cause preliminary examinations and surveys for flood control and allied purposes […] to be made under the direction of the Chief of Engineers, in drainage areas of the United States and Territorial possessions, which include the following named locations. […] Harbors and rivers in Alaska, within a view to determine the advisability of improvements in the interest of navigation, flood control, hydroelectric power, and related water uses."*

Section 105(a) of the Water Resources Development Act of 1986, Public Law 99-662, as amended (33 U.S.C. 2215(a)), specifies the cost-sharing requirements. This study will be cost shared 50% Federal / 50% local.

Section 2006 of WRDA 2007, Remote and Subsistence Harbors, as amended, allows the Secretary to "recommend a project without the need to demonstrate that the project is justified solely by national economic development benefits if […] the project would be

located in the State of Hawaii or Alaska […] and over 80 percent of the goods transported through the harbor would be consumed within the United States." The Homer Navigation Improvements, AK Feasibility Study meets these requirements and will be assessed through the guidelines established by Section 2006 of WRDA 2007.

The NFS shall provide all LERRDs required for the project. The cost of these real estate interests, along with any incidental administrative expenses incurred to obtain them, will be credited to the NFS's additional 10% share of the total General Navigation Features (GNF) cost.

F.3. Project Location and Description

The City of Homer is located in the Kenai Peninsula Borough of Alaska, approximately 220 miles southwest of Anchorage (Figure 1). It is the southernmost town on Alaska's contiguous highway system and part of the Alaska Marine Highway, a ferry service that operates along the south-central coast of the state. In 2020, the population was 5,522. Halibut and salmon sport fishing, tourism, and commercial fishing are the dominant industries. The harbor also serves as a critical supply hub for surrounding villages and non-road-connected communities located in the Cook Inlet region. The U.S. Coast Guard (USCG) also has a presence in Homer and currently stations an Island Class cutter in the harbor (Figure 2). The City of Homer was designated a Coast Guard City on May 22, 2023.

Figure 1: Project Location

The objective of this feasibility study is to:

- Provide safe, reliable, and efficient waterborne transportation systems for the movement of commercial goods (including commercial fishing) and marine emergency response.
- Support Homer's current and future fleet with adequate harbor space, moorage, support facilities, depth, and uplands.
- Support economic growth and a diverse local and regional economy, inclusive of the commercial maritime transportation industry, commercial fishing industry, and tourism by improving harbor access.

Figure 2. Project Vicinity Map

F.4. Project Alternatives

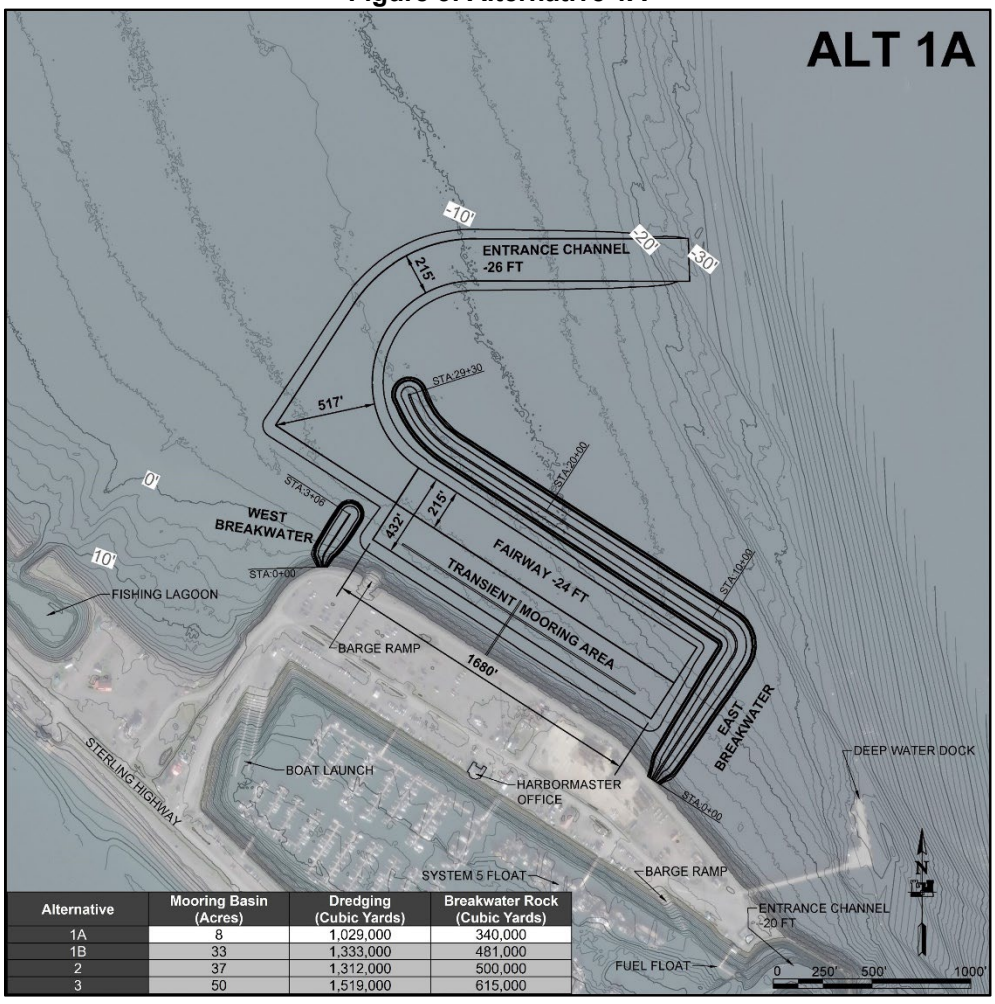
There is a total of four alternatives carried forward, and Alternative 2 has been identified as the Tentatively Selected Plan.

F.4.1. Alternative 1A: Large Transient Vessel Harbor

This alternative consists of a rubble-mound or similar non-floating structure breakwater creating an 8-acre, single enclosed basin adjacent to the existing harbor (Figure 3). This

harbor provides moorage for large vessels currently in the small boat harbor. This includes reconfiguration of the current harbor to accommodate the needs of small boats (including boats on the waitlist). It also provides minimum local service facilities required for the design fleet (e.g. fuel, potable water, electricity, sewage disposal, and dock facilities). The dredging and breakwater table is a tool for presenting and comparing the physical characteristics of each alternative (Table 1).

Figure 3: Alternative 1A



Alternative	Mooring Basin (Acres)	Dredging (Cubic Yards)	Breakwater Rock (Cubic Yards)
1A	8	1,029,000	340,000
1B	33	1,333,000	481,000
2	37	1,312,000	500,000
3	50	1,519,000	615,000

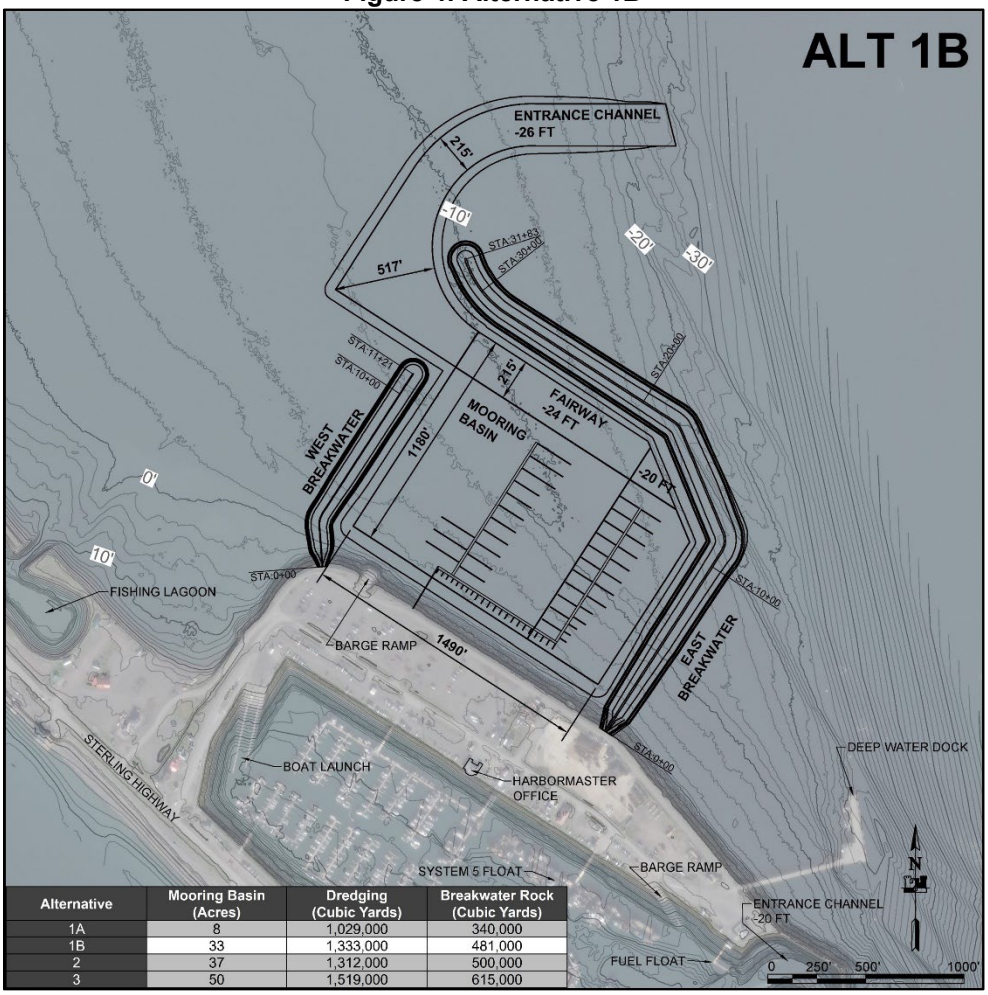
Table 1: Alternative 1A

Features	Owners	Acres
Surface Area of all Dredging	City of Homer	16.21
Breakwaters	City of Homer	11.18
Dredged Material Placement Site (In Water)	State of Alaska	TBD

F.4.2. Alternative 1B: Transient Vessel Harbor

This alternative consists of a rubble-mound or similar non-floating structure breakwater, creating a 33-acre, single enclosed basin adjacent to the existing harbor (Figure 4), including uplands (e.g., road, buildings, storage, etc.). This harbor provides moorage for large vessels currently in the small boat harbor and/or future fleet growth and may include side-tie (rafting) transient moorage. This alternative would reconfigure the current harbor to accommodate the needs of existing small boats (including the boats on the waitlist). This also provides minimum local service facilities required for the design fleet (e.g., fuel, potable water, electricity, sewage disposal, dock facilities). The dredging and breakwater table is a tool for presenting and comparing the physical characteristics of each alternative (Table 2).

Figure 4: Alternative 1B



Alternative	Mooring Basin (Acres)	Dredging (Cubic Yards)	Breakwater Rock (Cubic Yards)
1A	8	1,029,000	340,000
1B	33	1,333,000	481,000
2	37	1,312,000	500,000
3	50	1,519,000	615,000

Table 2: Alternative 1B

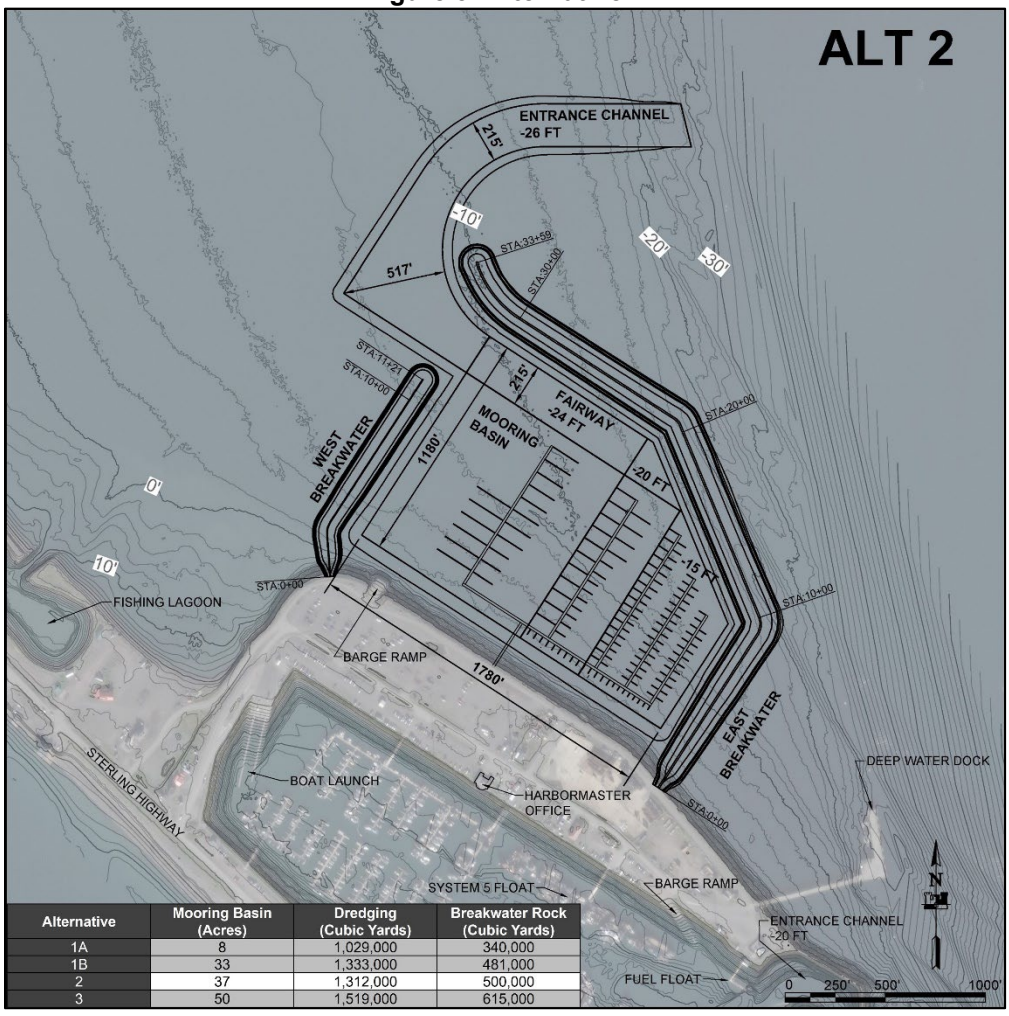
Features	Owners	Acres
Surface Area of all Dredging	City of Homer	26.22
Breakwaters	City of Homer	14.96

Features	Owners	Acres
Dredged Material Placement Site (In Water)	State of Alaska	TBD

F.4.3. Alternative 2: Transient and Waitlisted Vessels Harbor

This alternative consists of a rubble-mound or similar non-floating structure breakwater creating a 37-acre enclosed basin adjacent to the existing harbor (Figure 5), including uplands (e.g., road, buildings, storage, etc.). This harbor provides moorage for the design fleet as well as room for larger boats (200 feet or larger) not currently accommodated by the existing harbor, and/or future fleet growth, and may include side-tie (rafting) for transient moorage. This would also reconfigure the current harbor to accommodate the needs for existing small boats (including boats on the waitlist). It also provides minimum local service facilities required for the design fleet (e.g., fuel, potable water, electricity, sewage disposal, and dock facilities). This alternative has been identified as the Tentatively Selected Plan. The dredging and breakwater table is a tool for presenting and comparing the physical characteristics of each alternative (Table 3).

Figure 5: Alternative 2



Alternative	Mooring Basin (Acres)	Dredging (Cubic Yards)	Breakwater Rock (Cubic Yards)
1A	8	1,029,000	340,000
1B	33	1,333,000	481,000
2	37	1,312,000	500,000
3	50	1,519,000	615,000

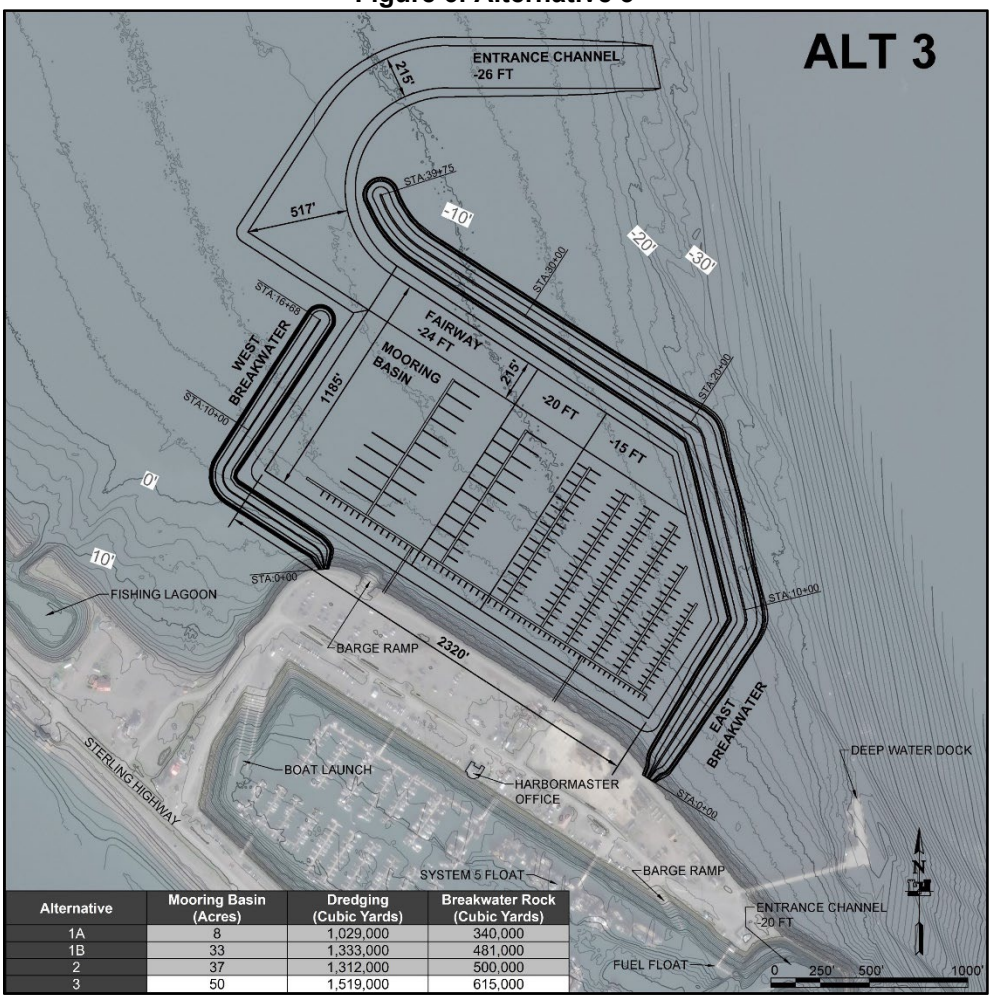
Table 3: Alternative 2

Features	Owners	Acres
Surface Area of all Dredging	City of Homer	56.96
Breakwaters	City of Homer	17.32
Dredged Material Placement Site (In Water)	State of Alaska	TBD

F.4.4. Alternative 3: Transient, Waitlisted, and Projected Vessel Harbor

This alternative consists of a rubble-mound or similar non-floating structure breakwater, creating a single large, 50-acre, enclosed basin that connects to the Homer Spit, away from the existing harbor (Figure 6), including uplands (e.g., road, buildings, storage, etc.). It also provides moorage for the design fleet as well as room for larger boats (200 feet or larger) not currently accommodated by the existing harbor, and/or future growth, and may include side-tie (rafting) for transient moorage. This would also reconfigure the current harbor to accommodate the needs for the existing small boats (including boats on the waitlist). It also provides minimum local service facilities required for the design fleet (e.g., fuel, potable water, electricity, sewage disposal, dock facilities). The dredging and breakwater table is a tool for presenting and comparing the physical characteristics of each alternative (Table 4).

Figure 6: Alternative 3



Alternative	Mooring Basin (Acres)	Dredging (Cubic Yards)	Breakwater Rock (Cubic Yards)
1A	8	1,029,000	340,000
1B	33	1,333,000	481,000
2	37	1,312,000	500,000
3	50	1,519,000	615,000

Table 4: Alternative 3

Features	Owners	Acres
Surface Area of all Dredging	City of Homer	74.36
Breakwaters	City of Homer	21.59
Dredged Material Placement Site (In Water)	State of Alaska	TBD

F.5. Description of LERRDs Required

The government's dominant right of navigation servitude will be exercised for project tidelands below the mean high water (MHW) mark for the GNF. The NFS has no requirement to provide LERRDs on lands below the MHW.

F.6. LERRDs Already Owned by the NFS

The NFS owns all the land in fee simple title needed for the project. Lot 1, Homer Spit Subdivision Number 5, Lot 10, Homer Spit Subdivision Number 5, Lot 12, Homer Spit Subdivision Number 5.

F.7. Standard Estate/Non-Standard Estate

No Non-standard Estate is required for the GNF for the Project, as currently stated in the specifications. Fee simple title will be required if upland placement of dredge material is necessary.

F.8. Existing Federal Projects

There are no other existing Federal projects that lie fully or partially within the LERRDs required for this Project**.**

F.9. Federally Owned Lands

There is no other existing Federally owned land that lies fully or partially within the LERRDs required for this project.

F.10. Navigation Servitude

The navigation servitude is the dominant right of the Government under the Commerce Clause of the U.S. Constitution (U.S. CONST. Art. I, §8, cl.3) to use, control and regulate the navigable waters of the United States and the submerged lands thereunder for various commerce-related purposes, including navigation and flood control. In tidal areas, the servitude extends to all lands below the MHW mark. In non-tidal areas, the servitude extends to all lands within the bed and banks of a navigable stream that lie below the MHW mark. United States v. Cress, 243 U.S. 316, 37 S. Ct. 380, 61 L. Ed. 746 (1917), Kaiser Aetna v. United States, 444 U.S. 164, 100 S. Ct. 383, 62 L.Ed.2d 332 (1979). The Government’s rights under the navigation servitude exist irrespective of the ownership of the banks and bed of a stream below the MHW mark and irrespective of western water rights under prior appropriation doctrine. As stated in Section F.5, the Federal government can exercise its right of navigation servitude thereunder for the construction and maintenance of the proposed improvements. In addition, USACE will follow proper permitting process for excavating and/or disposing of material in navigable waters as required under Section 10 of the River and Harbor Act of 1899. Navigation servitude is being applied to this project. A notice from the NFS will be needed to exercise the right of navigation servitude on behalf of USACE.

Table 5. Exercise Navigation Servitude

Features	Owners	Acres - ALT 1A	Acres - ALT 1B	Acres - ALT 2	Acres - ALT 3
Surface Area of all Dredging	City of Homer	16.21	26.22	56.96	74.36

Features	Owners	Acres - ALT 1A	Acres - ALT 1B	Acres - ALT 2	Acres - ALT 3
Breakwaters	City of Homer	11.18	14.96	17.32	21.59
Dredged Material Placement Site (In Water)	State of Alaska	TBD	TBD	TBD	TBD

F.11. Flooding Induced by Project

No flooding has been identified by the project delivery team (PDT) that will be induced by the construction or the operation and maintenance of the proposed project. As such, no Physical Takings Analysis is required.

F.12. Baseline Cost Estimate on Acquisition of LERRD (BCERE)

The NFS has no requirement to provide LERRDs for the GNF. The Baseline Cost Estimate for Real Estate (BCERE) was prepared by the realty specialist as a rough order of magnitude (ROM) estimate, as shown in Table 6, Baseline Cost Estimate for Real Estate and Table 7, Chart of Accounts. Federal and Non-Federal administrative costs have also been included in the BCERE to account for project coordination, crediting, and miscellaneous expenses that may occur during the planning or implementation of the proposed project. The BCERE may be revisited during the Pre-Construction Engineering and Design (PED) phase in order to apply additional costs if necessary. If land acquisition by the NFS is deemed necessary in the future, additional appraisals will be prepared to offer reasonable support for unit land values which will in turn be used in calculating the BCERE for the proposed project.

Table 6. Baseline Cost Estimate for Real Estate (BCERE)

CATEGORY		COST
Lands		
Lands		$0
Improvements		$0
Severance Damages		$0
Minerals		$0
Total Lands & Damages		$0
Administrative Costs		
Federal Review of NFS		$15,000
Sub-Total:		$15,000
Contingency (25%)		$3,750
Sub-Total		$18,750
NFS Administrative Costs		
Sub-Total:		$15,000
Contingency (25%)		$3,750
Sub-Total		$18,750
Public Law 91-646 Relocation Costs		$0
Total RE Cost Estimate:		$18,750

Table 7. Chart of Accounts

Chart of Accounts				
		FEDERAL	**NON-FEDERAL**	**TOTALS**
01A	**PROJECT PLANNING**			
	Other	$0	$15,000	$15,000
	Project Partnership Agreement (PPA)	$0		
01AX	Contingencies (25%)	$0	$3,750	$3,750
	Subtotal	$0	$18,750	$18,750
01B	**LANDS AND DAMAGES**			
	TOTALS	$0	$18,750	$18,750
Any potential cost estimate for Federal and/or Non-Federal real estate activities necessary for implementation of the project after completion of the feasibility study for land acquisition, construction, LERRDs, and other items are coded as delineated in the Cost Work Breakdown Structure are identified in the Chart of Accounts. This real estate cost estimate is then incorporated into the Total Current Working Estimate.				

Values in the Baseline Cost Estimate are estimates and not a final LERRD value for crediting purposes.

F.13. Utilities & Facilities Relocation

There are no known utilities or facilities requiring relocation that are impacted by the proposed project footprint.

F.14. Relocation Assistance Benefits (P.L. 91-646)

Public Law 91-646, Uniform Relocation Assistance, provides entitlement for various payments associated with Federal participation in acquisition of real property. Title II makes provisions for relocation expenses for displaced persons, and Title III provides for reimbursement of certain expenses incidental to transfer of property. There will be no relocations required for this project. As such, no Title II or Title III costs are associated or identified herein.

ANY CONCLUSION OR CATEGORIZATION CONTAINED IN THIS REPORT THAT AN ITEM IS A UTILITY OR FACILITY RELOCATION TO BE PERFORMED BY THE NONFEDERAL SPONSOR AS PART OF ITS LERRD RESPONSIBILITIES IS PRELIMINARY ONLY. THE GOVERNMENT WILL MAKE A FINAL DETERMINATION OF THE RELOCATIONS NECESSARY FOR THE CONSTRUCTION, OPERATION, OR MAINTENANCE OF THE PROJECT AFTER FURTHER ANALYSIS AND COMPLETION AND APPROVAL OF FINAL ATTORNEY'S OPINIONS OF COMPENSABILITY FOR EACH OF THE IMPACTED UTILITIES AND FACILITIES.

F.15. Hazardous, Toxic and Radioactive Waste (HTRW) Impacts

The potential for contamination exists at the proposed project site, based on past area history and usage.

F.16. Mineral Activity Impacted Present/Future

There are no current or anticipated mineral or timber activities within the vicinity of the proposed project that will affect construction, operation, or maintenance of the proposed project. No subsurface mineral or timber harvesting will take place within the project.

F.17. Project Map

Project Maps are enclosed under each alternative.

F.18. Assessment of NFS Legal Capability

The City of Homer has been provided with the Sponsor Real Estate Acquisition Capability Assessment form, determining that the NFS is "Highly Capable" of managing the required real estate acquisitions for the project. The NFS Points of Contact are:

Melissa Jacobsen
City Manager
City of Homer
491 East Pioneer Ave
Homer, Alaska 99603

Bryan Hawkins
Port Director
City of Homer
4311 Freight Dock Road
Homer, Alaska 99603

F.19. Advance Acquisition

The NFS will be notified in writing about the risks associated with acquiring land before the execution of the PPA and the Government's formal notice to proceed with acquisition of the lands needed for the project.

F.20. Zoning Ordinances Considered in Support of LERRD Requirements

No zoning ordinances are proposed in lieu of, or to facilitate acquisition in connection with the project.

F.21. Schedule

The anticipated project schedule, unless revised after coordination with the NFS, is as shown in Table 8.

Table 8. Project Schedule

Task	Start
NFS – Receives the final real estate drawing from the POA, Engineers.	2–4 weeks after PPA execution.
POA – Transmits right of way drawing and instructions to acquire LERRDs.	4–6 weeks after PPA execution.
NFS – Certifies all necessary LERRDs available for construction.	6–24 months after PPA execution.
POA – Certifies/verifies the NFS has acquired the real interest required and sufficiency for contract advertisement, etc.	Prior to contracting.
NFS – Prepares and submits credit requests.	6–8 months upon completion of project.

Task	Start
POA – Reviews, approves or denies credit requests.	Within 6 months of NFS submission

F.22. Cultural Resources

Site SEL-00400 (Homer Harbor) is within the project's Area of Potential Effect (APE). The harbor is along the northern side of the Homer Spit and includes the immediate area around the basin of the harbor and the entrance channel. Also included in the site is the extended parking area and Port Terminal which was constructed and extended past the natural boundary of the spit. This site is not eligible for the National Register of Historic Places (NRHP).

F.23. Mitigation

Further mitigation for impacts to eelgrass may be required after monitoring for construction. No LERRDs acquisition for eelgrass is contemplated.

F.24. Views of Federal, State and Regional Agencies

This project is supported by Federal, State, and regional agencies. USACE has met with representatives of the NFS and other pertinent parties to discuss aspects of the proposed action. Further coordination will be ongoing. In compliance with National Environmental Policy Act (NEPA) rules/regulations, letters will be sent to resource agencies and residents in the area; public notices will be published within the project vicinity.

F.25. Landowner Opposition

Public meetings have been conducted with USACE, the NFS, and local residents. The residents of Homer are generally in favor of the project. Further coordination will be ongoing among USACE, the NFS, City, State and Federal resource agencies, Tribes, Native Corporations, and residents of the area.

F.26. Other Real Estate Issues

The NFS has been advised of P.L. 91-646 requirements; and they have been advised of the requirements for documenting expenses for the LERRD crediting process.

PREPARED BY:

TODD C. ROMINE
Realty Specialist

REVIEWED AND APPROVED BY:

CHRISTOPHER F. KELLY
Chief, Real Estate Division

Exhibit A. City of Homer Sponsor Real Estate Acquisition Capability Assessment

ASSESSMENT OF NON-FEDERAL SPONSOR'S
REAL ESTATE ACQUISITION CAPABILITY

HOMER NAVIGATIONAL IMPROVEMENTS
HOMER, ALASKA

1.	**LEGAL AUTHORITY**:		
a.	Does the sponsor have legal authority to acquire and hold title to real property for project purposes?	YES	NO
b.	Does the sponsor have the power of eminent domain for this project?	YES	NO
c.	Does the sponsor have "Quick-Take" authority for this project?	YES	NO
d.	Are any of the lands/interests in land required for this project located outside the sponsor's political boundary?	YES	NO
e.	Are any of the lands/interests in land required for this project owned by an entity whose property the sponsor cannot condemn?	YES	NO
2.	**HUMAN RESOURCE REQUIREMENTS**:		
a.	Will the sponsor's in-house staff require training to become familiar with the real estate requirements of Federal projects including P.L. 91-646, as amended?	YES	NO
b.	If the answer to 2a is "YES" has a reasonable plan been developed to provide such training?	YES	NO NA
c.	Does the sponsor's in-house staff have sufficient real estate acquisition experience to meet its responsibilities for the project?	YES	NO
d.	Is the sponsor's projected in-house staffing level sufficient considering its other workload, if any, and the project schedule?	YES	NO
e.	Can the sponsor obtain contractor support, if required in a timely fashion?	YES	NO
f.	Will the sponsor likely request USACE assistance in acquiring real estate?	YES	NO
3.	**OTHER PROJECT VARIABLES**:		
a.	Will the sponsor's staff be located within reasonable proximity to the project site?	YES	NO
b.	Has the sponsor approved the project/real estate schedule/ milestones?	YES	NO

4. **OVERALL ASSESSMENT**:

a. Has the sponsor performed satisfactorily on other USACE projects? **YES** **NO**

b. With regard to this project, the sponsor is anticipated to be:

HIGLY CAPABLE

FULLY CAPABLE

MODERATELY CAPABLE

MARGINALLY CAPABLE

INSUFFICIENTLY CAPABLE

Justification for Insufficient Capability:

5. **COORDINATION**:

a. Has this assessment been coordinated with the sponsor? **YES** **NO**

b. Does the sponsor concur with this assessment? **YES** **NO**

Justification for Sponsor Non-concurrence:

NON-FEDERAL SPONSOR:

(Signature)

Bryan Hawkins Port Director City of Homer
(Printed Name and Title)

PREPARED BY:

Todd C. Romine
Realty Specialist

REVIEWED AND APPROVED BY:

Christopher F. Kelly
Chief, Real Estate Division