

Session 05-01, a Regular Meeting of the Homer Advisory Planning Commission was called to order at 7:00 p.m. on January 5, 2005 by Vice Chair Hess at the Homer City Hall Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS HESS, CONNOR, LEHNER, PFEIL

ABSENT: CHESLEY, FOSTER (both excused)

STAFF: CITY PLANNER MCKIBBEN
DEPUTY CITY CLERK JOHNSON

A quorum is required to conduct a meeting.

AGENDA
APPROVAL

APPROVAL OF AGENDA AND ADOPTION OF CONSENT AGENDA

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

- A. Time Extension Requests
- B. Approval of City of Homer Projects Under HCC 1.76.030 g.
- C. KPB Coastal Management Program Reports
- D. Commissioner Excused Absences
 - 1. Rick Foster

PFEIL/LEHNER – MOVED TO ADD TO COMMISSION BUSINESS ITEM C. RESIDENTIAL OFFICE SIGN CODE VIOLATIONS AND ITEM D. BUILDING PERMIT AMENDMENTS.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

MINUTES
APPROVAL

APPROVAL OF MINUTES

Commission approves minutes, with any amendments.

- A. Approval of December 15, 2004 meeting minutes.

Vice Chair Hess asked if there were comments from the public on the meeting minutes. There were none.

The Regular Meeting Minutes of December 15, 2004 were amended and approved by consensus of the Commission.

PUBLIC
COMMENTS

PUBLIC COMMENT, PRESENTATIONS

The public may speak to the Planning Commission regarding matters not on the agenda. The Chair may prescribe time limits. Public comment on agenda items will be heard at the time the item is considered by the Commission. Presentations approved by the Planning Director, the Chair, or the Planning Commission. A Public Works representative may address the Planning Commission.

PUBLIC
HEARINGS

PUBLIC HEARINGS

The Commission conducts Public Hearings by hearing a staff report, hearing public testimony and then acting on the Public Hearing items. The Chair may prescribe time limits. The Commission may question the public.

A. Staff Report PL 05-02 Re: Resolution 04-68 A Resolution Of The City Council
Of The City Of Homer, Accepting And Acknowledging The 2004 Homer Area
Transportation Plan. 2004
Homer
Area
Transp.
Plan

City Planner McKibben summarized the staff report and suggested a paragraph be created to outline the mapping changes.

Tom Kizzia, city resident, stated he lives on Mountain View Drive and wanted to add his voice to his neighbors. He moved into town from McNeil Canyon three years ago to the quiet end of Mountain View Drive. He would not have moved there knowing it was a major east/west passage through town. Mr. Kizzia added his appreciation to the Planning Commission for their attention and concerns. He would like a neighborhood discussion if the time comes for the through street to be considered. He does not believe now is the time. His concern is if the Heath Street extension is pulled out of the plan, in the process of developing subdivisions to the east that road would link up on Mountain View or Elderberry. He noted that would be the worst of all possibilities as those streets would turn into the major route. Eliminating the Heath Street extension wouldn't solve that problem. He is hoping for a positive statement in the plan not to do one street without the other. He again added his appreciation for the Planning Commission's good work.

Jack Hamik, city resident, lives on Kachemak Drive in a neighborhood with no walkways for many children. He said the residents on the street have to back into the street from their driveways. Backing into Kachemak Drive is difficult now, but somewhat tolerable as traffic clears quickly. With increased traffic it will be more difficult to get out of the driveway and will force pedestrians on the road creating a dangerous situation. Traffic from East Hill will increase considerably with the connection straight to the Sterling Highway. There is a nice connection now from Soundview. Any traffic that comes into that neighborhood will be taking a shortcut to town or the backside of Sterling Highway causing more traffic. He said the new areas down Soundview may have driveways recessed far enough that residents are able to turn around in the driveway.

Paula Setterquist, city resident, lives on Mountain View. She said if the Heath Street section does not go through, it would be a crime to see traffic come out to Mountain View making an arterial.

Ms. Setterquist read a letter from Ginny Espenshade and Paul Gavenus stating their opposition to the part of the Transportation Plan that would alter the neighborhoods in the Mountain View, Elderberry and Rainbow Court areas.

Ken Castner told the Commission he resides on Mountain View Drive and walks to work nearly every day. His walk is just over a mile and the only place his feet touch a sidewalk is to cross Pioneer Avenue. He said it is incumbent on planners to increase the roadway and pedestrian right-of-way if traffic is increased. There is talk about Grubstake being utilized as an east/west, although it is substandard with fifty foot right-of-ways and open ditches on the sides. He believes the Transportation Plan needs to consider pedestrian transportation as well as traffic. Mr. Castner asked that the Transportation Plan offer public discussion about couplets. Nearly everyone has experienced the long wait for the left turn in downtown Homer. Some of the street alignments are weird; the north/south Main Street alignment at Pioneer is oddly aligned. If you want to turn up on Main heading east and someone wants to turn down Main Street heading west, you have to go through the same piece of real estate as there is no turning lane. A one way street would eliminate that. If Greatland Street were extended through the couplet it would provide several more north/south transit spots. Mr. Castner noted the couplet is safe, keeps traffic flowing and is inexpensive. There would be no stop lights but rather a little island. When you come to an intersection you would either make a right or left hand turn, rather than turning across traffic. He was disappointed the idea

of couplets wasn't included in the Transportation Plan. It is his hope the Planning Commission includes the idea and allows public discussion.

Vice Chair Hess inquired as to Mr. Castner's thoughts of large trucks traveling on Pioneer Avenue. Mr. Castner responded that he has been involved in transportation since he has lived in Homer, including the debate over the Bypass. Truckers pushed hard for the Bypass, while the businesses on Pioneer Avenue said if the center of town started moving to the Bypass all bets were off. The truckers were represented with an emphasis of the safety issues on the Bypass. Now the Bypass is the Sterling Highway with all major businesses. It is no longer the truckers' route through town. All commerce has moved to the Bypass making it just as dangerous there. Mr. Castner suggested a designated time might be set, perhaps midnight to 5:00 a.m., for the truckers to access Pioneer Avenue. He said it is one separate problem in comparison to the five positive reasons for the couplets.

Commissioner Lehner questioned Mr. Castner's thoughts on new visitors adjusting to the couplet system. Mr. Castner answered that he has been in many towns with one-way traffic and with correct signage there should not be a problem. When traveling across the causeway from the Spit, you would not be allowed to proceed west on Main. Traffic would only flow west on Lake Street with signs at the top indicating East End Road or Pioneer Avenue. He said there would no doubt be confusion the first few weeks and it would take some adjustment from all drivers.

Francie Roberts, city resident, lives on Mountain View Drive. She thanked the Planning Commission for being allowed to testify, stating she felt they had heard her on a prior occasion. As to the Heath Street extension, her concern is that Shellfish would open, making Mountain View the east/west arterial. Upon reading the Transportation Plan 4.3 Objective #8 will recommend network links so that local streets are not used as thoroughfares. She asked why it was being talked about as that was a goal of the Transportation Plan. The plan also included statistics of traffic on many of the roads. She noted that Kachemak Way and Bartlett Street are equally congested as East Hill Road. When talking about moving traffic to go down Main Street it is not solving anything, just creating another problem. She said making the traffic flow better is foremost, rather than where to flow it to. She urged the Commission to review the traffic statistics in the report. In reviewing the southbound intersections of all the streets they didn't seem to differ much. While on her Christmas vacation she watched the streets in her area and observed many people walking, exercising, and walking dogs, things that do not seem to be east/west arterial activities. Ms. Roberts referred the Commission to the Non-Motorized Transportation and Trails Plan (NMTP), as she believes the Transportation Plan conflicts with it.

Vice Chair Hess advised the public staff reports were now on line at the Planning Commission website: http://planning.ci.homer.ak.us/agenda_files/SRMain/1215.htm

Katherine George, city resident, lives on Mountain View Drive. She stated a petition has been circulating from residents stating their opposition to the proposal for a new east/west cross-town corridor linking to Mountain View, Elderberry and Fairview streets. The petitioners concern is that their quiet neighborhoods will be disturbed by opening up to through traffic. Noise, hurried drivers, and the safety of pedestrians and kids on bikes are their concerns. Additionally they are unhappy about the potential loss of property due to increased traffic. The petitioners are asking the City of Homer to take the Heath Street extension proposal off the drawing board until a need can be justified in doing away with the tranquility and safety of their streets and neighborhoods.

Ms. George said in going door to door to obtain signatures for the petition many of the residents asked why it was needed and who would benefit. She said in bringing the residents up to date on the proposed plan many times 45 minutes would be expended at

each house. Ninety-six (96) signatures have been obtained for the petition. She would like to submit the petition this evening.

City Planner McKibben suggested the petition be submitted to the City Council when the subject was on their agenda. The Planning Commission will be recommending amendments to the Transportation Plan and a public hearing will be held.

2004
Homer Area
Transp.
Plan

Kathy George said at a previous Planning Commission meeting Carey Meyer, Public Works Director, stated the Shellfish extension would be built no matter what. He said the people along that area needed access to their property. Ms. George believes there are other ways to provide access to those property owners as Shellfish could be looped through the subdivision allowing access for all without making a through passage through Mountain View or Elderberry.

Ms. George read letters from Bill Schlegelmilch, Marianne Schlegelmilch, Margaret S. Anderson and Maren B. Bennett opposing the Heath Street extension as proposed in the Transportation Plan.

Ms. George questioned why the City is talking about building a street in the subdivision. She asked if that wasn't the responsibility of the developer. Vice Chair Hess answered that the Borough subdivision requirement is that all lots be served by a dedicated right-of-way. During the platting process the streets need to be shown. City Planner McKibben added the preliminary plat is submitted to the Planning Commission and then goes to the Borough Planning Commission where it receives final approval. The street locations within the subdivision are first reviewed by the Planning Department, Public Works, and the Planning Commission. Roads are constructed by the developer according to City standards. The developer submits their plan but the final decision is through the Kenai Peninsula Borough Planning Commission.

Commissioner Lehner said in talking with a resident that lives on East Hill she would like to see a bike route along South Slope hooked into Mountain View. Ms. George said in the NMTP Shellfish is designated as a trail for hiking and equestrian use. People support the trails part, but automobiles cause concern.

Vice Chair Hess explained that the developer recommends where the roads are to be built and then the City and Borough work with the developer. City Planner McKibben added many roads are created through the subdivision process and then the planning process looks at long term needs for access. She explained the Transportation Plan is identifying a need for connections between certain areas and the plan is used to work with the developers. Ms. George thanked the Commission, stating her appreciation for their thought and efforts into the plan.

Carole Hamik, city resident, lives on Kachemak Way and also serves on the Parks and Recreation Commission. She said tonight was the first time she has heard about couplets. When the NMTP was being designed Dan Burden from Walkable Communities expressed the need for walkabouts and places for pedestrians and bicycles. She believes Homer is working on that now. While recently in Anchorage, Mrs. Hamik learned eight pedestrians were hit by automobiles at Lake Otis and Tudor, two people in one week. Her concern is that Homer is growing and neighborhoods need to be safe. If neighborhoods turn into major thoroughfares there is a concern for loss of property values and liability. She said last year the Parks and Recreation Commission made a recommendation to the Planning Commission to pursue the City Code, assuring that developers create sidewalks. Mrs. Hamik appreciates the Commission's work in trying to do what is right for the town.

Vice Chair Hess said the subdivision portion of the code is on the Commission's work list this year. City Planner McKibben said some form of sidewalk recommendations is in the adopted NMTP.

Carole Hamik added that roundabouts are working well in other cities. She would like to see one at Lake Street and Sterling Highway as they are proven to work and can even accommodate long tractor trailers.

Alice Haggerty, city resident, lives on Paradise Place. Her concern is traffic lights and she would encourage roundabouts rather than traffic lights. Traffic lights are expensive and not 100% effective. Another idea would be to employ a traffic director, possibly in tails and hat, as a way to keep the community original and do things differently. Ms. Haggerty said it doesn't make sense to spend a half a million dollars on a traffic light and doesn't see where the City can get into that expensive adventure. She encouraged the Commission to think creatively or alternatively.

Vice Chair Hess clarified the Sterling Highway is a state highway so they would be determining the traffic light there.

Vice Chair Hess asked the Commission if they would prefer to proceed with a decision this evening and it was the consensus that the Transportation Plan be continued to the next agenda.

CONNOR/LEHNER - MOVED TO POSTPONE STAFF REPORT PL 05-02 TO THE NEXT MEETING OF JANUARY 19, 2005 TO BE CONTAINED IN A WORKSESSION.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

~~PLAT CONSIDERATION~~ PLAT CONSIDERATION

The Commission hears a report from staff, testimony from applicants and the public. The Commission may ask questions of staff, applicants and the public.

~~COMMISSION BUSINESS~~ COMMISSION BUSINESS

The Commission hears a report from staff, testimony from applicants and the public. Commission business includes resolutions, ordinances, zoning issues, requests for reconsideration and other issues as needed. The Commission may ask questions of staff, applicants, and the public.

A. Staff Report PL 05-01 Re: Kelly Ranch Estates, Lot 12, Request For Acceptance Of A Mitigation Plan.

City Planner McKibben read the staff report and recommendations.

Glenna Holtby, city resident, said she was interested in buying the lot from the Davis'. The lot is long and wedge shaped at 34' of front footage and 304' of back footage. The ideal home site is on the back of the property where it opens up to an optimal view. This necessitates a longer driveway. Ms. Holtby recognizes the need to protect the watershed. The length of the driveway is an issue along with a number of other lots in the subdivision. In consulting with the Natural Resources Conservation Service, she found Mark Kinney is a recognized expert in the field of soils and storm water runoff. His professional opinion is that gravel driveways are pervious if constructed properly with a proper base course, Typar and gravel on top. Ms. Holtby said Mr. Kinney would be happy to discuss his recommendation to any Commission member or zoning staff.

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COMMISS.
BUSINESS

Kelly
Ranch
Estates

Ms. Holtby said time is an issue as she is not able to purchase the property until she knows she can build a house to meet her needs. She is planning to build a small house doing her best to stay within the existing provisions. Vice Chair Hess said it is high on the work list. City Planner McKibben added she is hoping to have a draft for them to review at the next meeting. The public process was explained with indication given of at least two months before it could be adopted into code.

Ms. Holtby said if the Commission did not address the imperviousness of the driveway this evening, would they consider a decision on an alternate type of driveway. She explained the Grasspave Porous Paving System which is a plastic grid system used to prevent runoff water issues. The grid is placed on the ground, filled with sand and fertilizer and covered with turf. It is 92% pervious and an ideal system. Ms. Holtby stated it would not be her first choice as it is very expensive at a cost of \$3.00 to \$4.00 per sq. ft. She asked if that proposal was made today would she be able to get a concrete decision from the Commission prior to the code adoption.

City Planner McKibben said the Code is clear that a driveway is calculated at 100% impervious, whether it is paved or pervious pavers that are 92% pervious. She added there is no differentiation of a driveway whether it is concrete or grass. The area of development including the driveway is proposed to be 4,380 sq. ft. The code allows a mitigation plan to be approved to allow pervious coverage of up to 6.4%. The only way that could be done is to not call it a driveway.

Commissioner Connor asked if Ms. Holtby had considered placing the garage under the house to be compliant. Ms. Holtby answered that the lot was sloped towards the rear and it would make the driveway longer yet. She said disrupting the vegetation along the back slope would have a greater chance of causing runoff. The lot at the front of the property is level and probably well percolated and absorbed. She said the garage will be in close proximity to the house to keep the driveway minimal.

Julie Davis is the owner of Lot 12 in Kelly Ranch Estates. She thanked the Planning Commission for the time and effort expended on Kelly Ranch Estates. She appreciates that the Commission is looking at the driveways and removing them from the impervious coverage percentages. She said in talking with experts a drop of water on the subject property would take 100 years to reach Bridge Creek because of the 12 ft. of sand in the lands topography. You must cross a couple of lots and a road before reaching the creek. She believes it is a safe lot and removing the driveway from impervious would not jeopardize the creek.

CONNOR/LEHNER - MOVED TO ACCEPT STAFF REPORT PL 05-01 WITH STAFF RECOMMENDATIONS.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Commissioner Connor said there is nothing in the code to allow passage tonight and the Commission would have to determine what is pervious and impervious in order to keep the water clean. She stated her own driveway is gravel and constructed right, yet when it rains puddles appear and last for a long time. She said the Commission needs to err on the side of caution and be open to considering different levels of impervious coverage.

City Planner McKibben explained she plans to have a draft at the next meeting for the Commission's review. She explained the public process, stating the month of March would be optimistic in calculating a decision on the mitigation plan.

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Commissioner Lehner said if the Commission has the authority, a mitigation test site may be possible. Through research she has learned there are low cost practices homeowners can install that will reduce storm water run-off. The goal is to get water into the ground rather than running across the surface, allowing infiltration and filtration of the run-off. Ms. Lehner said without being involved in the planning of the Bridge Creek Watershed District she is unsure what can and cannot be done there. She would have recommended zoning criteria to make more rigorous concerns the closer a property were down slope. Without any way of distinguishing lots farther from the creek the Commission has to work with what it has. Ms. Lehner believes Lot 12 is an appropriate mitigation test site. The pervious parking surface is a recommended approach in low impact development. It addresses storm water run-off at the source rather than the destination. She said it is the new approach to keep storm water where it landed rather than having to move it. Ms. Lehner believes the Commission could work with motivated landowners to get out of the black and white and add a mechanism to see if the pavers may work.

Ms. Lehner suggested the Commission review Low Impact Development published by Puget Sound. The article lists a number of things homeowners can do to reduce run-off. It addresses retaining water around impervious surfaces, excavating and backfilling around pervious surfaces and planting, allowing areas for drainage from impervious surfaces.

Vice Chair Hess said Bridge Creek Watershed Protection District (BCWPD) was formalized before he was on the Commission. He said when the wheels turn so slowly it affects the landowners' ability to develop their property, even though they would be using approved mitigation techniques to reduce impervious driveway surfaces. Mr. Hess said it is becoming unfair. He believes the Commission can side step the Code and make a recommendation to staff to accept either the Grasspavers using the literature from the company to calculate the impervious coverage or a gravel method with a registered engineer submitting the impervious coverage of the driveway. He said the Commission has dragged its feet on the issue and in this case it is affecting someone proposing new techniques. Vice Chair Hess believes this mitigation plan should be approved.

Commissioner Lehner said her driveway is gravel and it is pervious. She said it is determined on what is under the gravel. If there is a sandy base under the Typar too many fines with the gravel can bind the gravel. Site conditions and installation can affect the imperviousness of a driveway.

Vice Chair Hess suggested a reduction in pervious percentage of the driveway be allowed based on the literature of the pavers and their studies or by the signed and stamped statement of an engineer stating the driveway pervious coverage.

LEHNER/PFEIL - MOVED TO AMEND THE STAFF RECOMMENDATION TO APPROVE THE MITIGATION PLAN CALCULATING THE DRIVEWAY USING THE INFORMATION FROM THE GRASSPAVE POROUS PAVING SYSTEM, MANUFACTURED BY INVISIBLE STRUCTURE, INC. OR THAT THE DEVELOPER SUBMIT TO STAFF STAMPED ENGINEERED DOCUMENTATION STATING THE PERCENTAGE OF IMPERVIOUSNESS OF THE GRAVEL DRIVEWAY.

VOTE: YES. CONNOR, LEHNER, HESS, PFEIL

Motion carried.

Vice Chair Hess called for a recess at 8:47 p.m. and resumed the meeting at 8:55 p.m.

- B. Staff Report PL 04-109 Re: Commission Work List -
Continuing.

City Planner McKibben said the updated Work List moved the Bridge Creek Watershed Work List Protection District Enhancements up the list and a number of sensitive ordinances were next priority. Vice Chair Hess asked that a sub-heading under Definitions titled *Use* be added. Additionally, *Residential Office Sign* is to be added to the Sign Code Amendment. City Planner McKibben has been working extensively with the sign code and has found trouble with the whole code making it awkward to use. Commissioner Connor asked that *Tree Thinning* be added under Definitions.

C. Residential Office Sign Code Violations

Resident.
Office
Sign
Code
Violations

Vice Chair Hess said there were twenty (20) zoning violations sent to various people in the Residential Office District for violations of sign code. The code reads that a sign shall not exceed 6 sq. ft. In talking with a prior Commissioner he learned that is a low threshold. City Planner McKibben said the Planning Department had a complaint and followed up on it. The person who was the subject of the complaint made another complaint, that was followed up on and that person made a long list of complaints. For fairness it was decided the rest of the East End Road Residential Office District would be addressed.

Vice Chair Hess recommended that staff be directed to notify all the violators that the sign code in the residential office district will not be enforced until the code revisions are made. Mr. Hess said although it is great to have enforcement, this particular issue doesn't need as much zealous attention. Goodwill should be shown toward the community by backing off on enforcement until the sign code amendments are made. Commissioner Pfeil said a person cannot see the 2' x 3' signs on East End Road. City Planner McKibben added that sign code enforcement is not the best way to expend staff time and energy. Although signs are important and the Planning Department is obligated to follow up on complaints, they are not aggressively targeting signs. Building construction sites are the main focus as they are easier to fix in comparison to foundations.

D. Building Permit Amendments

Building
Permit
Amdmts.

City Planner McKibben said there are two laydowns, one provided by Chair Chesley requiring all exterior remodels within the Central Business District to go through the conditional use process (CUP). She said it is not necessary to go through the CUP, nor the purpose of the amendment to have large or extensive exterior remodels to comply with the Community Design Manual (CDM) and that remodels of larger buildings would have to go through the CUP process and the standards created for large retail/wholesale. Vice Chair Hess said if a larger building wanted to do exterior remodeling that portion of the remodel would need to comply with the CDM.

City Planner McKibben said if amended, the Safeway remodel would need to go through the CUP. Commissioner Lehner questioned if it was appropriate to add code verbiage to explain the need for a zoning permit on a remodel to bring large buildings in line with the CDM and improve the effects of the community. City Planner McKibben said the Alaska codes she has worked with do not indicate the reason, but she has viewed others that include explanatory verbiage. City Planner McKibben said she would confer with City Attorney Tans in regard to the need for a zoning permit on any exterior remodel of 8,000 sq. ft. or more.

The Commission reviewed the definitions of construction, remodel and alteration as described in Britannica World, A Planners Dictionary and The New Illustrated Book of Development Definitions. It was decided discussion was in fact needed with City Attorney Tans.

REPORTS **REPORTS**

- A. Borough Report
- B. Kachemak Bay Advisory Planning Commission Report

PLAN
DIRECTOR **PLANNING DIRECTORS' REPORT**
REPORT

City Planner McKibben said there are amendments to the Code book and collected two Commissioners books for updates.

INFO
MATERIALS **INFORMATIONAL MATERIALS**

Items listed under this agenda item can be HCC meeting minutes, copies of zoning violation letters, reports and information from other government units.

- A. Memo From City Clerk re: Notification Appeal Record Prepared Dated 12/13/04.
- B. Resolution 04-103 Of the City Council of Homer Alaska establishing the 2005 Regular Meeting Schedule for the City Council, Library Advisory Board, Parks and Recreation Advisory Commission, Advisory Planning Commission, and The Port/Harbor Advisory Commission.
- C. Resolution 04-98(S)(A) – An Resolution of the City Council of the City of Homer, Alaska Amending the City of Homer Fee Schedule.
- D. Zoning Violation letter dated 12/8/04 to Don Emmal, English Bay Corporation re: 3350 Homer Spit Road, Govt. Lot 4, Zoning Permit required.
- E. Zoning Violation letter dated 12/10/04 to Robert & Donna Mack re: 3141 Lake Street, re: building within setback.
- F. Zoning Violation letter dated 12/17/04 to Nathan Wise, Glacierview Baptist Church, 960 East End Road, re: Sign code violation.
- G. Zoning Violation letter dated 12/17/04 to Geoff & Susan Coble re: 910 East End Road, re: Sign code violation.
- H. Zoning Violation letter dated 12/17/04 to John Schroeder, Seldovia Village Tribe re: 890 East End Road, re: Sign code violation.
- I. Zoning Violation letter dated 12/17/04 to Patrick Huffman re: 1020 East End Road, re: Sign code violation.
- J. Zoning Violation letter dated 12/17/04 to Kenton Bloom, AL. re: 1044 East End Road, re: Sign code violation.
- K. Zoning Violation letter dated 12/17/04 to Martin Zeller, ET, AL. re: 1060 East End Road, re: Sign code violation.
- L. Zoning Violation letter dated 12/17/04 to Kenai Peninsula Borough re: 4122 Ben Walters Lane: Sign code violation.
- M. Zoning Violation letter dated 12/17/04 to Christopher & Angela Newby, 4141 Pennock Street, re: Sign code violation.
- N. Zoning Violation letter dated 12/17/04 to Tony & Diane Romeril 1172 East End Road, re: Sign code violation.
- O. Zoning Violation letter dated 12/17/04 to Alfonso & Susan Lamendola, 4381 East Hill Road, re: Sign code violation.

- P. Zoning Violation letter dated 12/17/04 to Paul Eneboe & William Bell 4136 Bartlett Street, re: Sign code violation.
- Q. Zoning Violation letter dated 12/17/04 to Julia Ann Currier, 309 W. Fairview Avenue, re: Sign code violation.
- R. Zoning Violation letter dated 12/17/04 to Homer Church of Christ, 863 East End Road, re: Sign code violation.
- S. Zoning Violation letter dated 12/17/04 to Gary & Gayle Mastolier, 3953 Bartlett Street, re: Sign code violation.
- T. Memo from Lani Kai Eggertsen-Goff to Homer Advisory Planning Commission dated 12/17/04 re: McDonald's lighting question.

COMMENTS OF THE AUDIENCE

AUDIENCE
COMMENTS

Members of the audience may address the Commission on any subject. The Chair may prescribe time limits.

COMMENTS OF THE COMMISSION

COMMISSION
COMMENTS

Vice Chair Hess and Commissioners Connor and Lehner voiced their comments and concerns about the procedures of the Board of Adjustment and they were cautioned by City Planner McKibben to reserve their remarks.

Commissioner Pfeil thanked the Planning Commission for the work they are doing. He is glad they are moving the Transportation Plan to another worksession to let the other Commissioners chime in. There has been new input tonight from concerned citizens. He added the one-way couplets are new to him and should make for an interesting worksession.

Vice Chair Hess said the idea of couplets was brought up in letters to the editor and when he realized they were not in the Transportation Plan he called Ken Castner who filled him in on the process. Other than opposition from trucks on Pioneer Avenue it is a real workable situation that will solve a lot of problems. The couplet is one whole big roundabout and might be available for discussion.

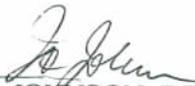
Commissioners may comment on any subject, including requests to staff and requests for excused absence.

ADJOURNMENT

ADJOURN

Notice of the next regular or special meeting or work session will appear on the agenda following "adjournment".

There being no further business to come before the Commission the meeting adjourned at 9:46 p.m. The next Regular Meeting is scheduled for January 19, 2005 at 7:00 p.m. with a Worksession to commence at 6:00 p.m. in the City Council Chambers.



JO JOHNSON, DEPUTY CITY CLERK

Approved: January 19, 2005