

REGULAR MEETING AGENDA

1. Call to Order

2. Approval of Agenda

3. Public Comment

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

4. Reconsiderations

5. 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.

A. Approval of minutes of February 15, 2017 **p. 1**

6. Presentations

7. Reports

A. Staff Report PL 17-20, City Planner's Report **p. 9**

8. Public Hearings

Testimony limited to 3 minutes per speaker. The Commission conducts Public Hearings by hearing a staff report, presentation by the applicant, hearing public testimony and then acting on the Public Hearing items. The Commission may question the public. Once the public hearing is closed the Commission cannot hear additional comments on the topic. The applicant is not held to the 3 minute time limit.

9. Plat Consideration

10. Pending Business

A. Staff Report PL 17-21, Greatland Street Extension **p. 11**

B. Staff Report PL 17-22, Temporary Auto Sales in the Marine Industrial District **p. 31**

C. Staff Report PL 17-23 Temporary Cold Weather Shelter for the Homeless **p. 41**

11. New Business

12. Informational Materials

A. City Manager's Report February 13, 2017 City Council Meeting **p.53**

B. City Manager's Report February 27, 2017 City Council Meeting **p.57**

13. Comments of the Audience

Members of the audience may address the Commission on any subject. (3 min limit)

14. Comments of Staff

15. Comments of the Commission

16. Adjournment

The next regular meeting is scheduled for March 15, 2017. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.

Session 17-04, a Regular Meeting of the Homer Advisory Planning Commission was called to order by Chair Stead at 6:30 p.m. on February 15, 2017 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS ABRAHAMSON, BOS, BRADLEY, HIGHLAND, STEAD, VENUTI

ABSENT: ARNOLD

STAFF: CITY PLANNER ABBOD
DEPUTY CITY CLERK JACOBSEN
PUBLIC WORKS DIRECTOR MEYER

Approval of Agenda

Chair Stead asked for a motion to approve the agenda.

BOS BRADLEY SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Public Comment

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

Charlie Stewart, city resident and representative of the hockey rink, commented in support of allowing auto sales in the Marine Industrial District. There was an auto sale last year in the hockey rink's parking lot and the company wants to rent the space again this year. The hockey rink didn't realize then that it was an issue and wants to do it the properly this time. It benefits the rink to have them there and also residents who want to buy cars. The lot is large enough to accommodate the company's needs and there are restrooms and office space in the building. He thinks it could be applicable to other sales like RV's at the RV park. He doesn't know if this could be considered and accessory use, but if there was something like that to allow for a short term, not permanent use.

Scott Adams, city resident, commented in support of working something out to allow some permits for short term venues like the auto sale at the hockey rink. The city gives out permits for short time venues and he thinks the city should be open to allowing a special permit. The sale was very low key last time and the rink is a non profit that is trying to raise money.

Reconsideration

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. Approval of Minutes of February 1, 2017
- B. Staff Report PL 17-18, Greatland Street Extension

Chair Stead requested item B. be moved b to new business.

The Commission adopted the consent agenda by consensus.

Presentations

- A. Captain Christi of Salvation Army Church re: Temporary Cold Weather Shelters for the Homeless

Captain Christi commented regarding efforts to address homelessness in our community. She explained what a temporary cold weather shelter might look like if taken on by the faith-based community, sharing concerns that she and other members have that this is a complicated and costly issue for churches to address. Zoning, permitting, and approval of the Fire Marshall makes it a legal operation within the city limits, but churches also have to be compliant within the scope of their own policies and procedures for programming.

She shared information from the Salvation Army's policy and procedure for programming called Protecting the Mission (PTM):

- They have strict guidelines that are intended to keep staff, volunteers, and participants safe while attending any Salvation Army sponsored event.
- They require all staff and volunteers fill out required paperwork and complete a background check.
- Any program they run at their facility must have at least two adults trained and current in their PTM at all times.
- There are strict rules about bathrooms, transportation, separating men from women and children for overnight programs.
- Operating a shelter would require a minimum of four staff members or volunteers.

For operating a temporary shelter at any location that would be willing to participate there are occupancy costs, any costs to upgrade the building to meet the Fire Marshall approval, and costs of storing supplies when the shelter isn't operational. Aside from operation costs she thinks many churches are at a loss as to where to begin to raise money to support a temporary cold weather shelter. These hurdles can be overcome by doing things like amending policies and applying for grants for funding a cold weather shelter, but it's a lot of work for a temporary program that is really just a band-aid to the homeless issue in our community. There is also a concern about how to shelter inebriates, which is one of the biggest obstacles to overcome.

Captain Christi explained that she is part of a homeless action committee that was developed after teens from the Rec Center presented their project, Homeless in Homer, to raise awareness of teen homelessness in Homer. They have been meeting for 18 months and branched into two committees,

one looking at establishing a safe homes network for unaccompanied homeless youth and the other is looking to establish a family resiliency complex with a shelter and transitional housing program. She explained their efforts and goals in working toward developing programs that will help people transition and become self-sufficient.

In response to questions there was discussion about current programs and services in Homer, a community needs assessment the homeless action committee is working on, and current circumstances of temporary shelter including couch surfing and living in cars and tents.

Reports

A. Staff Report PL 17-15, City Planner's Report

City Planner Abboud reviewed the staff report.

Public Hearings

Testimony limited to 3 minutes per speaker. The Commission conducts Public Hearings by hearing a staff report, presentation by the applicant, hearing public testimony and then acting on the Public Hearing items. The Commission may question the public. Once the public hearing is closed the Commission cannot hear additional comments on the topic. The applicant is not held to the 3 minute time limit.

A. Staff Report PL 17-16, Hearing Office for Appeals to the Homer Advisory Planning Commission

City Planner Abboud reviewed the staff report.

Chair Stead opened the public hearing. There were no public comments and Chair Stead closed the public hearing.

BOS/HIGHLAND MOVED THAT THE PLANNING COMMISSION APPROVES ORDINANCE 17-07(S) AND RECOMMENDS ADOPTION BY CITY COUNCIL.

There were comments that this will help the process move quicker and may save the city money.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Plat Consideration

A. Staff Report PL 17-14, Lloyd Race 2016 Preliminary Plat

City Planner Abboud reviewed the staff report.

Gary Nelson, project surveyor, commented that he was available to answer questions. He added that they may remove the westerly two lots from this subdivision if they experience problems with approval of septic provisions of code. They are hoping the new line will go down an existing ravine to help improve a bad situation.

There was no public comment.

There was brief discussion clarifying Mr. Nelson's comments that the two westerly lots may be removed from the subdivision if the lots can't meet the code requirement for septic on the lots.

HIGHLAND/BRADLEY MOVED TO APPROVE STAFF REPORT PL 17-14 AND LLOYD RACE 2016 PRELIMINARY PLAT WITH STAFF COMMENTS AND RECOMMENDATIONS.

There was brief discussion that staff recommendation two addresses accepting the full right of way as submitted or accepting it as shown in exhibit A.

VENUTI/BOS MOVED TO AMEND TO INCLUDE THE RIGHT OF WAY AS SUBMITTED IN ATTACHED DRAWING EXHIBIT A.

In response to question raised about the dimensions of the right of way in exhibit A Public Works Director Meyer explained the right of way as originally proposed includes some very steep terrain that may be unusable. The triangular area shown in exhibit A provides a uniform and usable right of way line running along the south side without any jogs or breaks in it.

VOTE: (Amendment): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was no further discussion on the main motion as amended.

VOTE: (Main motion as amended): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Chair Stead called for a recess at 7:41 p.m. and the meeting resumed at 7:47 p.m.

Pending Business

New Business

A. Staff Report PL 17-17, Temporary Cold Weather Shelters for the Homeless

City Planner Abboud reviewed the staff report, city code provisions, and Anchorage's cold weather plan for the homeless. He said staff is looking for input about how this might materialize.

The Commission included Captain Christi in their discussion and addressed the following points:

1. Allowances for homeless shelter as Conditional Use Permit.
2. Anchorage's plan addresses health and safety and interacts with their zoning code.
3. Concerns with neighborhood characteristics regarding the occupancy of a dwelling versus health, life, and safety concerns for the number of people lodging in a place.

4. An organized concerted effort for a place for the homeless to go, takes it from helping people who need a place for the night to it becoming a shelter.
5. Consider a hostel as a location for a temporary emergency location.
6. The councilmember may see the conditional use permit as a barrier to service and that it fits with many churches' missions. However, there isn't a group that has expressed a willingness to plan a cold weather shelter.
7. Removing the barrier and allow churches or other organizations to do this, may result in the city defining parameters for a cold weather shelter for the homeless, and then the groups could come forward with a plan.
8. Many churches, while they abut a residential area, have large lots that provide some separation from the residential area.
9. A temporary cold weather shelter could be operated in many different ways, but issues remain regarding cost, staffing, and facilities to provide the services.
10. The homeless action committee is utilizing the community needs assessments that have been done through the hospital and MAPP in their assessment.
11. Weighing whether it is more productive to focus time and energy on a temporary service or putting the time and effort to work out logistics of something permanent.
12. The conditional use process allows neighbors to weigh in.

Recommendations included:

1. Do an assessment of resources available in the community and seeing if there are suitable buildings that would fall into the current definition of a rooming house or hostel, without making a new definition.
2. Identify organizations for cost sharing.
3. Provide information MAPP has compiled relating to emergency shelters.
4. Develop a permit process for a cold weather hostel.

B. Staff Report PL 17-13, Auto Sales in Marine Industrial District

City Planner Abboud reviewed the staff report.

The Commission discussed the idea of a temporary permit. An intermediate merchant permit and an event permit aren't options because auto sales aren't an allowed use in the district. A conditional use permit for a temporary use might be an option.

At the request of Commissioner Venuti, Mr. Stewart returned to the table and explained the auto sale that took place at the hockey rink last year. The company attempted to use other spaces like the middle school parking lot but were told no. They brought about 50 cars down, parked them in the parking lot at the rink. They sold cars for 10 days and then took two days to get the remaining cars out. They wanted to come back in the fall, but were told not until this issue gets worked out. The company paid the hockey rink \$100 for each car sold and made a donation at the end of the sale. They used sandwich boards for signage. Mr. Stewart said they aren't looking for any special treatment and if there is an easy way this can work, that would be great. As a city resident, he wouldn't want a permanent car lot on the spit, but he recognizes that there isn't a place for locals to buy a new car.

City Planner Abboud explained an accessory use is related to the primary use on the property. Fundraising was suggested and there was brief discussion about some type of event permit or a temporary conditional use permit.

City Planner Abboud acknowledged that the event permit as an interesting idea and might be worth looking at but it needs to be crafted in a way that limits locations and times this can occur. He reminded the commission this isn't about the opportunity to fundraise, it's about the use of land on Marine Industrial.

ABRAHAMSON/BRADLEY MOVED THAT PLANNER INVESTIGATE CUP'S OR MORE EVENT BASED PROCESSES TO ADDRESS THE COMMUNITY NEEDS THAT HAVE BEEN IDENTIFIED INSTEAD OF GOING FORWARD THIS ORDINANCE AS WRITTEN.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

C. Staff Report PL 17-18, Greatland Street Extension

City Planner Abboud reviewed the staff report.

Public Works Director Meyer reviewed the packet information for the proposed Greatland Street Extension and the options, explained Councilmember Erickson brought this forward for Council's consideration, and at the request of the City Manager, options A, B, and C were developed.

He explained the simplest way to extend is option A, going straight up Greatland Street to Pioneer Avenue and the route identified in the Transportation Master Plan that addresses providing interconnectivity within the community and in this case suggests an additional east west corridor from Bartlett across to Hazel. He explained that some recent improvements in the area such as the restrooms at Bartlett and development of Waddell Way, have been done with consideration of this plan for an east west corridor. His recommendation is based on the overall master planning of the community as not to ignore the planning that has been done. City Council has proposed option A, Option B follows the Master Plan, and staff developed option C that completes a portion of what the Master Plan says and leaves the rest for a future time.

He supports following through with the Master Plan. It's hard to imagine Homer in 30 years with a fully developed central business district (CBD), but the recommendations of the plan will be very valuable as the density in the CBD increases to its ultimate capacity. Extending Greatland to Pioneer will create two intersections, the other being Bartlett coming down from the south, that will complicate traffic movement on Pioneer Avenue when the CBD is developed to a higher density. He recognized the cost difference but option A ignores how you get from point A to B through the CBD. The Council introduced the ordinance with option A and thinks several councilmember did so knowing the Planning Commission would review it further.

Commissioner Venuti asked if option A could be done now and add option B later. Mr. Meyer said it could, but once extended money has been spent on a portion of road that isn't needed, and in the future there will be more development to work around and it will be more costly.

Commissioner Bos asked about sidewalks. Mr. Meyer envisions each of the options would include curb, gutter, sidewalks, streetlights and so forth, similar to the Grubstake (Waddell Way) improvement. Commissioner Bos recognizes the importance of following the Master Plan but because of the current fiscal climate would support option A.

Commissioner Abrahamson understands the need to support the Master Plan but questions if the money isn't there to do it correctly, do we need to do it right now, and if we do, supports the compromise identified in option C.

Commissioner Bradley also questions whether it's necessary to do it now. She has concerns about the traffic impacts of the east west corridor at Bartlett Street. It's already challenging to turn there now.

VENUTI/HIGHLAND MOVED TO EXTEND THE MEETING ADJOURNMENT TO 9:45 P.M.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Public Works Director Meyer explained that until now the focus has been getting a better pedestrian corridor up through the alignment and not get into the details of the road extension, but now a Councilmember thinks it's important a road be extended up through there.

Other discussion points included locating traffic signals and intersections, turning movements, that Greatland is eligible for the HART program, and whether the improvement is necessary right now.

Commissioner Abrahamson agreed that they should not consider an option that will be contrary to future needs and common sense to traffic flow.

ABRAHAMSON/VENUTI MOVED THE PLANNING COMMISSION RECOMMENDS OPTION C WITH A PEDESTRIAN ACCESS FROM GREATLAND STRAIGHT TO PIONEER.

Commissioner Bradley agreed and noted that they consider a left hand turn lane on the northern end of Bartlett. Currently people create their own and it's dangerous.

Commissioner Highland noted they hadn't talked much about option C and asked Ms. Abrahamson for further explanation.

Commissioner Abrahamson said the consideration of cost savings by the City Council in pointing out option A is the cheapest, that maybe option C is a compromise where they can do portions that will feed into the Master Plan and be long term planning solutions for the city, rather than a short term

cheaper fix. She thinks the City Council looks to the Planning Commission to provide the expertise and guidance for long-term vision, rather than trying to address issues as they arise. In consideration for the budgetary situation, option C is a good compromise that doesn't compromise the long term Master Plan.

Commissioner Highland expressed her concern that they need more time to consider this.

HIGHLAND/VENUTI MOVED TO POSTPONE TO THE NEXT MEETING.

There was brief discussion.

VOTE: YES: HIGHLAND, ABRAHAMSON, VENUTI, BRADLEY
NO: BOS, STEAD

Motion carried.

Informational Materials

A. Letter from Nina Faust regarding vehicle use on Bishop's Beach

Comments of the Audience

Scott Adams, city resident, suggested looking at Soldotna's and Anchorage's temporary event permits. Regarding traffic, he'd like to see Homer become a roundabout and forget about lights and traffic crossings, it would work well and save money. He shared concerns about the HART fund and spending money for the road extension when council is looking to attack the program again for the general fund. Maybe they should have been looking at something different over this time. He also commented about the property on spit hat has a bunch of leftover debris and wonder what plans are. If the property owner is done trying to improve it, it needs to be cleaned up.

Comments of Staff

Comments of the Commission

Adjourn

There being no further business to come before the Commission, the meeting adjourned at 9:45 p.m. The next regular meeting is scheduled for March 1, 2017 at 6:30 p.m. in the City Hall Cowles Council Chambers. A worksession will be held at 5:30 p.m.

MELISSA JACOBSEN, MMC, DEPUTY CITY CLERK

Approved: _____



City of Homer

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Planning

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TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
DATE: March 1, 2017
SUBJECT: City Planner's Report PL 17-20

City Council - Meeting of 2/27/17- No planning items on the agenda. Our hearing officer recommendation should be part of the public hearing agenda for the March 27th meeting.

Applications and permit questions are beginning to increase in preparation to the building season.

Travis is on vacation and is scheduled to return March 6th.

I am formulating comments on the State Transportation Improvement Project Amendment 2. Nothing unexpected here. Money on the schedule (\$331,000) for FY17 to be devoted to the Lake Street project has been eliminated. The 'after 2019' category has the same \$5,450,000 devoted to it as it was previously.

Here is the current schedule for Commissioners to present to the council.

February 27, 2017: Tom

March 13, 2017: Syverine

March 27, 2017:

April 10, 2017:

April 24, 2017:

Attachment: Draft comments to ADOT on STIP Amendment 2.



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DRAFT

February 14, 2017

State of Alaska Department of Transportation & Public Facilities
Division of Program Development, ATTN: STIP
PO BOX 112500
Juneau, AK 99811-2500

RE: STIP 2016-2019 Amendment 2

The City of Homer would like to express its support for several projects in the 2016-2019 Draft Amendment 2.

Need ID 23197, Lake Street Rehabilitation

Lake Street is an essential route through Homer that supports auto-oriented businesses while functioning as one of the few roads that connect the two main East-West transportation options in town. Lake Street has not undergone a major rehabilitation project since 1997. The pavement routinely experiences major failures. The thin asphalt overlays applied to sections of the street in 2011 and 2013 are not expected to offer any structural correction of the deficiencies that will inevitably lead to reoccurrence of the annual failures. We would like the state to reject the proposal to forego any appropriations and delay the project till after 2019. Several public meetings have been held and a design has been produced that has been found to have the support of the city and residents. We urge the state to keep the project on the previous schedule and not introduce an indefinite delay.

Need ID: 2670, MP 157-169 Rehabilitation – Anchor Point to Baycrest Hill

The Sterling Highway is the only land connection Homer has to the Alaska Highway System. This road is imperative to the livelihood of the City of Homer. The consistent serious and fatal crashes along the highway necessitate improvements. The proposed improvements should not only improve safety but will allow for some relief of congestion that is only predicted to worsen in years to come. The completion of this project demonstrates assurance that route will remain viable well into the future. While we are pleased with the phases that have been completed, we believe that safety enhancements should be completed in a reasonable time frame without undue delays.

Need ID: 18924, Pavement and Bridge Rehabilitation

The City of Homer wishes to express support for this program as the State of Alaska finds itself unable to proceed and continues to cut back on the more extensive restoration projects. It is of utmost importance to keep our surface transportation infrastructure from deteriorating to conditions that endanger the welfare and even the lives of those that depend upon them. We specifically encourage the expedient completion of Pioneer Avenue in Homer as part of this project.

Sincerely,

Rick Abboud, AICP
Homer Alaska City Planner



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Staff Report PL 17-23

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Julie Engebretsen, Deputy City Planner
DATE: March 1, 2017
SUBJECT: Greatland Street Extension

Requested action: Finish any discussion about the extension of Greatland and vote on the motion on the floor.

The motion on the floor is:

ABRAHAMSON/VENUTI MOVED THE PLANNING COMMISSION RECOMMENDS OPTION C WITH A PEDESTRIAN ACCESS FROM GREATLAND STRAIGHT TO PIONEER.

Attachments

1. Minutes excerpt of February 15, 2017 HAPC meeting
2. Staff Report 17-18

A. Staff Report PL 17-18, Greatland Street Extension

City Planner Abboud reviewed the staff report.

Public Works Director Meyer reviewed the packet information for the proposed Greatland Street Extension and the options, explained Councilmember Erickson brought this forward for Council's consideration, and at the request of the City Manager, options A, B, and C were developed.

He explained the simplest way to extend is option A, going straight up Greatland Street to Pioneer Avenue. The Transportation Master Plan addresses providing interconnectivity within the community and in this case suggests an additional east west corridor would be very beneficial to provide another way to get through the central business district other than using Pioneer Avenue and the Sterling Highway. In this case the east west corridor, being created as an extension of Bartlett, would curve around, cross Greatland, cross Main Street, go through the town center, connect into Hazel and could hook into Grubstake. He explained that some recent improvements in the area such as the restrooms at Bartlett and development of Waddell Way, have been done with consideration of this plan for an east west corridor. His recommendation is based on the overall master planning of the community as not to ignore the planning that has been done. City Council has proposed option A. Option B follows the Master Plan. He developed option C that completes a portion of what the Master Plan says and leaves the rest for a future time.

He supports following through with the Master Plan. It's hard to imagine Homer in 30 years with a fully developed central business district (CBD), but the recommendations of the plan will be very valuable as the density in the CBD increases to its ultimate capacity. Extending Greatland to Pioneer will create two intersections, the other being Bartlett coming down from the south, that will complicate traffic movement on Pioneer Avenue when the CBD is developed to a higher density. He recognized the cost difference but option A ignores how you get from point A to B through the CBD. The Council introduced the ordinance with option A and thinks several councilmember did so knowing the Planning Commission would review it further.

Commissioner Venuti asked if option A could be done now and add option B later. Mr. Meyer said that's an option but once extended, money has been spent on a portion of road that isn't needed, and in the future there will be more development to work around and it will be more costly.

Commissioner Bos asked about sidewalks. Mr. Meyer envisions each of the options would include curb, gutter, sidewalks, streetlights and so forth, similar to the Grubstake (Waddell Way) improvement. Commissioner Bos recognizes the importance of following the Master Plan but because of the current fiscal climate would support option A.

Commissioner Abrahamson understands the need to support the Master Plan but questions if the money isn't there to do it correctly, do we need to do it right now, and if we do, can we go to the compromise identified in option C.

Commissioner Bradley also questions whether it's necessary to do it now. She has concerns about the traffic impacts of the east west corridor at Bartlett Street. It's already challenging to turn there now.

VENUTI/HIGHLAND MOVED TO EXTEND THE MEETING ADJOURNMENT TO 9:45 P.M.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Public Works Director Meyer explained that until now the focus has been getting a better pedestrian corridor up through the alignment and not get into the details of the road extension, but now a Councilmember thinks it's important a road be extended up through there.

Other discussion points included locating traffic signals and intersections, turning movements, that Greatland is eligible for the HART program, and whether the improvement is necessary right now.

Commissioner Abrahamson agreed that they should not consider an option that will be contrary to future needs and common sense to traffic flow.

ABRAHAMSON/VENUTI MOVED THE PLANNING COMMISSION RECOMMENDS OPTION C WITH A PEDESTRIAN ACCESS FROM GREATLAND STRAIGHT TO PIONEER.

Commissioner Bradley agreed and noted that they consider a left hand turn lane on the northern end of Bartlett. Currently people create their own and it's dangerous.

Commissioner Highland noted they hadn't talked much about option C and asked Ms. Abrahamson for more information.

Commissioner Abrahamson said the consideration of cost savings by the City Council in pointing out option A is the cheapest, that maybe option C is a compromise where they can do portions that will feed into the Master Plan and be long term planning solutions for the city, rather than a short term cheaper fix. She thinks the City Council looks to the Planning Commission to provide the expertise and guidance for long-term vision, rather than trying to address issues as they arise. In consideration for the budgetary situation, option C is a good compromise that doesn't compromise the long term Master Plan.

Commissioner Highland expressed her concern that they need more time to consider this.

HIGHLAND/VENUTI MOVED TO POSTPONE TO THE NEXT MEETING.

There was brief discussion.

VOTE: YES: HIGHLAND, ABRAHAMSON, VENUTI, BRADLEY
NO: BOS, STEAD

Motion carried.



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Staff Report PL 17-18

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Julie Engebretsen, Deputy City Planner
DATE: February 15, 2017
SUBJECT: Greatland Street Extension

Introduction

Public Works introduced a project to the City Council to extend Greatland Street north to Pioneer Ave. The City Council has referred this issue to the Planning Commission for any comments (HCC 2.72.030(g)). The basic question is, how should Greatland connect to Pioneer Ave. Option A, preferred by Council, connects Greatland directly north between Sav U More and Northwind Home Collection to Pioneer Ave, along the existing dedicated right of way. Option C follows the 2005 Transportation Plan, connecting with Pioneer at Bartlett, creating a four-way intersection.

Please read the attachments and see the maps. Council has moved to support option A, the straight north connection to Pioneer. There was also discussion of connecting Greatland to the east to Main Street, but from Council's discussion it doesn't look like the City is looking to build that link that at this time. The main question is where Greatland should intersect with Pioneer Ave.

Analysis

Option A is cheaper. Option C is in the Transportation Plan, and more expensive. While we do generally follow our adopted plans, the work on that plan is from 2001 and addressed the overall transportation system of downtown Homer. In the big picture, it may not really matter how Greatland connects to Pioneer, but rather that there is a connection at all. If further analysis is desired beyond what was provided by Public Works, the City should hire a traffic engineer for advice on the pros and cons of connecting with Bartlett vs keeping the road straight.

Staff Recommendation

1. Recommend option A to the City Council.
2. If the Commission wants to further discuss this item or make another recommendation, pull the item from the Consent Agenda for discussion under New Business.
3. If further analysis is desired beyond what was provided by Public Works, the City should hire a traffic engineer.

Attachments

1. Pages 95-103, January 23rd 2017 City Council Packet
2. January 23rd CC meeting minutes excerpt
3. Maps from the 2005 Transportation Plan
4. Page I-38, 2005 Transportation Plan



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Memorandum 17-019

TO: Katie Koester - City Manager
FROM: Carey Meyer - Public Works Director
DATE: January 4, 2017
SUBJECT: **Proposed Greatland Street Extension**

Background:

Extending Greatland Street north to Pioneer Avenue has been contemplated for some time. The driving force has been interest in providing more direct vehicular and pedestrian access to Save-U-More and eliminating the need to access the area from and back onto the Sterling Highway. Moving forward with this extension is complicated by the recommendations of the Homer 2005 Transportation Plan, which recommends that the northern portion of Greatland Street be vacated and a new east/west road be extended to connect to Pioneer at Bartlett Street (to the west) and Main Street (to the east). See attached Exhibit A and B showing what extending Greatland to the north (Option A) would look like and how the Transportation Plan recommendations (Option B) could be implemented.

One of the major recommendations of the Transportation Plan was to develop a new road corridor through the central business district that could provide additional east/west traffic/pedestrian access and reduce traffic on Pioneer Avenue and the Sterling Highway. The plan envisioned extending a new road from Lake Street to Heath Street along Waddell Way (accomplished in 2016); pushing through a road from Poopdeck to Main (through "town center"); and extending the corridor west of Main Street, across Greatland Street, and connecting into Pioneer Avenue at Bartlett Street. This would allow for the northern portion of Greatland Street to be vacated, eliminating a poorly aligned Pioneer/Greatland intersection (Greatland north of Pioneer Avenue has already been vacated), and creating a four-way intersection at Pioneer and Bartlett (reducing the number of intersections and conflicting turning movements along Pioneer Avenue).

Discussion:

Projects like this are best accomplished when there is consensus among those affected. Public Works has contacted several of the property owners that will be most affected by

either alternative. I will not speak for them here, but in general they see value in both alternatives.

Option A – Extend Greatland North

Option A is the least expensive alternative. The estimated cost is \$643,600 (see table below). It does provide access to all area properties, has less impact to benefitting adjacent properties, and creates a connection to Pioneer Avenue. It does not provide for the recommended new east/west corridor that would benefit the entire community.

Public Works envisions that this option would be completed by creating a Special Assessment District (SAD) in which the City would pay 75% of the cost; the benefitted property owners would pay 25%. There are 3 affected property owners along Greatland who would each pay approximately \$14,679 under SAD. A SAD can be initiated by a property owner or by Council.

Greatland Street Improvements Overall Cost Comparision - Option A, B and C

	Option A	Option B	Option C
Design/Survey	\$ 56,028	\$ 113,160	\$ 64,944
Platting	\$ 7,500	\$ 29,000	\$ 20,000
Property Acquisition	\$ 6,000	\$ 331,125	\$ 163,500
Inspection (4%)	\$ 18,676	\$ 37,720	\$ 21,648
Road Construction	\$ 466,900	\$ 943,000	\$ 541,200
Contingency (15%)	\$ 83,266	\$ 141,450	\$ 121,694
Project Management (3%)	\$ 14,007	\$ 28,290	\$ 16,236
City Administration (4%)	\$ 18,676	\$ 37,720	\$ 21,648
Total Project Cost	\$ 671,053	\$ 1,661,465	\$ 970,870
Property Owner Contribution	\$ 167,763	\$ 146,793	\$ 146,793
City Cost	\$ 503,289	\$ 1,514,672	\$ 824,077

Option B – Vacate Greatland/Connect East/West to Main and Bartlett

Option B is the more expensive option, but conforms to the recommendation of the Transportation Plan. The cost is \$1,591,000.

Public Works envisions that this option would be completed by creating a City project, in which the one benefitted property owner through a development agreement would contribute no more than what they would pay under Option A; and the City would pay the remaining costs.

Option C – Vacate Greatland/Connect Only to West to Bartlett/Pioneer Intersection

Option C is based on Option B, but only constructs the western portion; leaving the connection to Main Street for another day. The cost is \$971,000.

Public Works envisions that this option would be completed by creating a City project, in which the one benefitted property owner through a development agreement would contribute no more than what they would pay under Option A; and the City would pay the remaining costs.



Greatland Street Improvement - Option A
1 inch = 100 feet



Greatland Street Improvement - Option B

1 inch = 100 feet



Greatland Street Improvement - Option C
1 inch = 100 feet

homeless become involved in a mental health personal development program, moving forward in phases to get substance abuse recovery. To view the concept go to www.opportunityvillageeugene.org

Mark Hemstreet, Save U More Store Manager, supports the Greatland Street expansion Option A as listed in Memorandum 17-109. The unfinished street is used now for pedestrian traffic and vagrants and homeless occupy the wooded area. He would like to see the ability to make a left turn out of both streets.

RECONSIDERATION

CONSENT AGENDA

(Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- A. Homer City Council unapproved Regular meeting minutes of January 9, 2017. City Clerk. Recommend adoption.
- B. **Memorandum 17-014** from Mayor Zak, Re: Reappointments of Robert Hartley and Catherine Ulmer to the Port and Harbor Advisory Commission.
- C. **Memorandum 17-015** from City Clerk, Re: Liquor License Renewals for Boardwalk Fish & Chips and Don Jose's Mexican Restaurant.
- D. **Memorandum 17-016** from City Clerk, Re: Travel Authorization for Mayor Zak and Councilmembers Aderhold and Smith to Attend the Alaska Municipal League/Conference of Mayors Winter Legislative Conference in Juneau, Alaska, February 21 – 23, 2017.
- E. **Ordinance 17-04**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 21.30.020 to Add "Auto Equipment Sales, Rentals, Service, Repair and Storage" to the List of Permitted Uses in the Marine Industrial District. Lewis. Recommended dates: Introduction January 23, 2017, Refer to Planning Commission.

Moved to Ordinances, Item A. Aderhold.

- F. **Ordinance 17-05**, An Ordinance of the City Council of Homer, Alaska, Amending the 2017 Operating Budget by Appropriating \$970,870 From the Homer Accelerated

City Planner Abboud expressed appreciation to the Council for providing their input to pass on to the Planning Commission.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. **Ordinance 17-05**, An Ordinance of the City Council of Homer, Alaska, Amending the 2017 Operating Budget by Appropriating \$970,870 From the Homer Accelerated Roads/Trails Program (HART) for the Greatland Street Improvements (Option C) Project, and Authorizing the City Manager to Execute All Appropriate Documents. Erickson. Recommended dates: Introduction January 23, 2017, Refer to Planning Commission.

Memorandum 17-019 from Public Works Director as backup.

Mayor Zak called for a motion for the introduction of Ordinance 17-05 by reading of title only.

LEWIS/REYNOLDS - SO MOVED.

There are three different plans for the extension. Council heard from citizens who support Option A. When the Transportation Committee was active they recommended Option C.

LEWIS/STROOZAS - MOVED TO AMEND TO CHANGE OPTION C TO OPTION A AND JUST DO THE STRAIGHT LINE AND IN THE LONG RUN IT WOULD BE CHEAPER.

Councilmember Aderhold would like to see the Planning Commission evaluate each of the options and come back to us with a recommendation.

Public Works Director Meyer said at first glance Option A that uses the existing right-of-way seems to be the appropriate action. The Transportation Plan approved by Council in 2005 suggests Homer could use another east/west corridor. Part of that was constructed this last summer with the Waddell portion. Many of the intersections are not planned well; there are quite a few that are not at 90 degree angles. Option B is in conformance with the Transportation Plan and Option C is a compromise between the two. The Transportation Plan called for the connection to Bartlett Street. The extension of Greatland Street up to Pioneer Avenue creates a weird alignment on the intersection. Greatland Street on the other side of Pioneer Avenue has already been vacated. Option C is a compromise that will make a connection to Pioneer Avenue and will allow for future construction in compliance with the Transportation Plan.

Council discussed the options and offered the following comments: Option A maximizes the usability of the lots which increases land values and property taxes. At the four-way stop at Main Street there is already consternation with the large rigs that have to stop in the winter and traction up to get through the intersection. A straight line would be more efficient to plow. Both directions of Greatland could be right hand turn only. Option A loses less green space and trees. Option A is also the least expensive at a \$300,000 savings from Option C. Option A is not compliant with the Transportation Plan.

Public Works Director Meyer noted there is a short, relatively steep grade from Greatland Street before reaching Pioneer Avenue. The road will still meet the design criteria manual that has a maximum grade of 6%, but provides up to 15% grade for short sections away from intersections. Water and sewer service already runs along Greatland Street. The plan is to have a sidewalk from the Bypass to Pioneer Avenue with curb and gutter and sidewalks on both sides.

City Manager Koester advised Council Option A has multiple property owners and would require a special assessment district. Council would need to initiate it by resolution. She suggested Council include the three options to allow the Planning Commission to have the conversation. If their recommendation comes back as Option A we will then need to proceed with a special assessment district. Adding a whereas clause to the ordinance for Council's preference to Option A was suggested.

VOTE: (amendment) YES. REYNOLDS, LEWIS, STROOZAS, SMITH, ERICKSON

VOTE: NO. ADERHOLD

Motion carried.

Councilmember Aderhold commented there should be the option for the Planning Commission to review all options. There should also be a chance for the public to weigh in. It is a project that will affect everyone in the city.

Councilmember Stroozas noted when the Transportation Plan was put into force in 2005 the state coffers were full of money. We had no issues with money and could get state funding on projects. Times have changed. Here's an opportunity to meet our objective and build this road and save \$300,000.

VOTE: (main motion as amended) YES. REYNOLDS, ERICKSON, STROOZAS, SMITH, LEWIS

VOTE: NO. ADERHOLD

↑
Motion carried.

Mayor Zak called for a recess at 7:43 p.m. and reconvened the meeting at 7:50 p.m.

CITY MANAGER'S REPORT

A. City Manager's Report

Industry Forum Travel Report

I, along with other City staff, a representative of the EDC and Mayor Zak, attended the 2017 Industry Outlook Forum on the 11th in Kenai. It was an informative update on the industries that make the Peninsula economy tick including oil and gas, tourism, health care and commercial fishing. Presentations can be found at the Kenai Peninsula Economic Development District website <https://kpedd.org/>

Seawall Report

The attached letter was sent to property owners along the Ocean Drive Seawall updating them on the maintenance procedures and finances of the seawall. As you recall, the City Council established a separate mill rate (special service area) for the purpose of funding maintenance to the seawall. The City also contributes \$10,000 a year to a seawall reserve account. It is my intention to update property owners annually with a maintenance and finance report. It is evident when researching the history of the Seawall that the property owners would benefit from a homeowner's association. This would give them more control over maintenance of the wall and how their tax dollars are spent, a unified voice when communicating with government entities and the ability to insure the infrastructure. I have also attached an impactful picture of the Seawall during a storm that highlights the power of the ocean.

Assistant Fire Chief Update

The hiring climate proved difficult the first round in our search for an Assistant Fire Chief. The City of Homer and KESA both had jobs posted (KESA, for a Deputy Chief) during the same recruitment period. The City re-posted the Assistant Chief position after an unsuccessful search for the right candidate, and KESA fell into the same position. Our original posting was from September 29 – November 13, with 13 candidates applying for the position. The top two candidates were invited to attend in-person interviews scheduled for January. However, one candidate decided against leaving his current job, and the other was offered another position. The position was re-advertised, and does not close until February 7. The hiring committee will meet on February 9 to go over applications, following up with essay questions for the most qualified applicants and Skype interviews. Face to face interviews, a meet and greet with the volunteers, and an instructional component will take place in a two-day process scheduled for mid to late March.

2005 HOMER AREA TRANSPORTATION PLAN
CENTRAL BUSINESS DISTRICT, ALTERNATE B

CENTRAL BUSINESS DISTRICT, ALTERNATE B



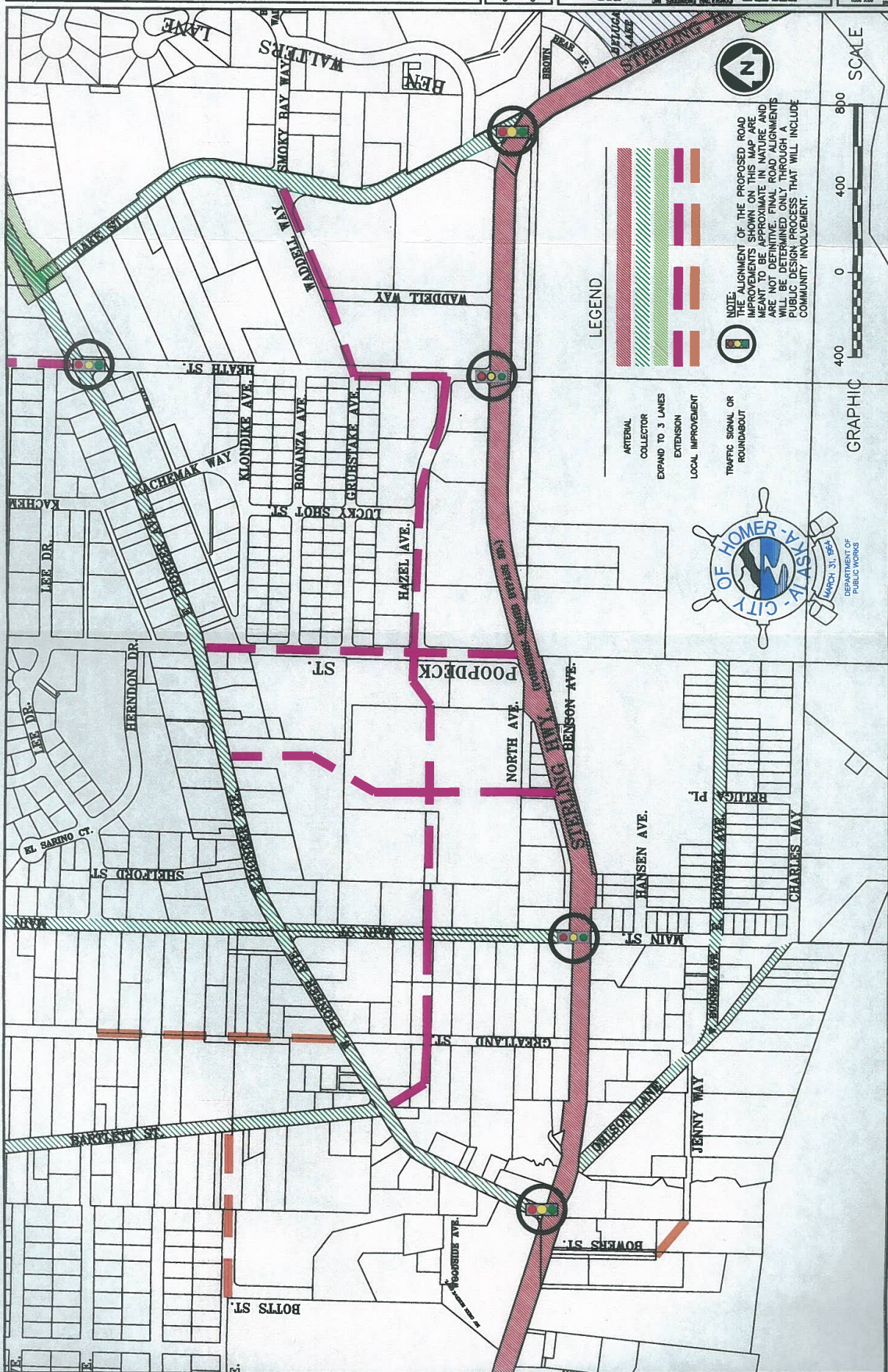
MIKO TAURIANON, P.E.
IN ASSOCIATION WITH

TRANSFORMATION ENGINEER	TRAVIS CONSULTING
POWER ENGINEERING	LAND DESIGN NORTH
TOWERS ENGINEER	PLANNING CONSULTANT
WORKS & ASSOCIATES	RESEARCH PLANNING & DEVELOPMENT

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- Greatland Street construction. The proposed route will intersect Pioneer Avenue at Bartlett. The Planning Commission recommends that if Greatland Street is extended to Pioneer Avenue that it be a right turn only intersection, reducing the backup of traffic trying to cross Pioneer Avenue. This will keep traffic entering Pioneer Avenue separated from the Bartlett Street intersection. It should be noted this recommendation will conflict with the proposed one-way couplet.
- CBD east west-connection. The proposed route will connect Greatland to Poopdeck. The specific route has not been identified to accommodate Town Center plans.

The following new streets or street extensions are recommended by the Road Standards Committee. They have not been included in the 2001 transportation model.

- Fairview west to Fairview. The proposed extension would connect Fairview Avenue in the Harrington Heights area to Fairview Avenue in the Lillian Walli Estates Subdivision. This route will include traffic calming techniques.
- Lynn Way extended east. A specific route has not been identified. The proposed extension will provide access to currently undeveloped areas south of East End Road.
- Interconnecting street system. South of Little Fireweed and west of Kachemak Drive – as the area develops and subdivisions are created, an interconnecting street system is recommended.

The 2021 summer model with these new streets is included under Appendix D. When comparing the 2021 summer model with dock (existing conditions with Table 7 improvements, or “no-build” scenario), we find that several streets would have less volume with the above improvements. Most notably, the model shows that the following central business district streets would have substantial reductions with the new extensions.

- Pioneer Avenue would have about a 50 to 60% less summer ADT in 2021.
- Sterling Highway would have less volume in summer 2021, with about a 10% decrease in ADT near Heath.
- Main Street would have about a 50% less summer ADT in 2021.
- Lake Street would have about a 40% less summer ADT in 2021.

The proposed street extensions would reduce congestion on some of the more heavily traveled streets. They also provide connectivity and will enhance emergency services access.

As a result of these new streets, daily traffic volumes would be reduced on some of the outlying streets as well. Skyline Drive daily volumes east of East Hill Road would drop by 60% to 80%. West of East Hill to the intersection at West Hill, Skyline Drive would experience almost 50% less



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Staff Report PL 17-22

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
DATE: March 1, 2017
SUBJECT: Auto sales in the Marine Industrial District

Introduction: The City Council introduced this item at their meeting of January 23, 2017 and moved for the Planning Commission to make a recommendation. The ordinance at the meeting added “Marine **and auto** equipment sales, rental, service, repair and storage” to the list of permitted uses in the MI District. It became apparent that the council intended to have temporary auto sales (exclusive) for consideration in the district, **not** equipment sales, rental, service, repair, and storage.

I believe it is in order to amend the proposed ordinance so that the Commission is guided in discussion with the true intent. I recommend a motion to strike the proposed ordinance as written and replace it with new language. Add “**Auto sales, temporary**” to the list of permitted or conditionally permitted uses in the Marine Industrial District. Add a definition of “auto sales temporary”. Temporary could be something like 30 days per calendar year per lot.

Analysis: I was asked by the Commission to consider CUPs or more event based solutions. So far, I have not had City Attorney input on a proposed ordinance. I do not see how we might have an event permit for a use that is not recognized in a district. Since “auto sales” is a listed use in other districts, it is considered a prohibited use in districts where it is not listed. In order to allow some sort of event, we need to amend the code for its allowance in the district. A CUP is also an option.

Event scenario: First, we need to suggest a code amendment for allowance of the use. I have made a suggestion for discussion above. We would need to define what temporary means. Is it a temporary use of a lot or just a temporary use by a particular business?

CUP scenario: A CUP adds expense and time for the applicant. It would be good to have a discussion about just what a CUP might add to the process. What issues would the Commission be reviewing that are not addressed by existing code? What benefit to the public is gained by a CUP process?

I really want to hear some compelling evidence that this use is appropriate for the district. The conversation has continually revolved around the need that the hockey association has, rather than the community need for this use in the Marine Industrial District.

Currently, no one is operating an auto sales lot in Homer. There was some auto sales in the GC1 District, but it was not found to be profitable and thus discontinued. I have attached code language which describes the current provision for auto sales in Homer. Perhaps temporary auto sales is a viable option to support Homer's consumers. It seems the crucial elements are larger parking lots and direct access to an arterial road. What is the compelling public interest to this activity in the MI district? Why not CBD, or Gateway Business District? Would those districts be a better choice for the community?

Staff Recommendation: Discuss the merits of adding temporary auto sales as a use in the Marine Industrial District and move an amended ordinance to be sent to Port and Harbor Commission for comment.

Amend HCC 21.30.020 to add item q, Temporary Auto Sales

Amend HCC 21.03.040 to add "temporary auto sales means selling passenger cars, trucks, motorcycles, recreational vehicles and ATV's for a period of not more than 30 days per calendar year per lot."

Attachments

1. Code citations

“Auto and trailer sales or rental area” means an automobile related use that may consist of any combination of the following:

1. An open, outdoor display area for automobiles, light trucks or trailers for rent, lease or sale;
2. Buildings for the indoor display and sale or leasing of automobiles, light trucks or trailers, and sale of parts and accessories customarily incidental to the sale of such vehicles; and
3. Buildings at the location of a motor vehicle dealership used for auto repairs customarily incidental to the operation of a dealership.

CBD - permitted

dd. Auto repair and auto and trailer sales or rental areas, but only on Main Street from Pioneer Avenue to the Sterling Highway, excluding lots with frontage on Pioneer Avenue or the Sterling Highway, subject to the following additional requirements: Vehicles awaiting repair or service, inoperable vehicles, vehicles for parts, and vehicles awaiting customer pickup shall be parked indoors or inside a fenced enclosure so as to be concealed from view, on all sides. The fence shall be a minimum height of eight feet and constructed to prohibit visibility of anything inside of the enclosure. The portion of any vehicle exceeding eight feet in height may be visible outside of the fence. Vehicle parts (usable or unusable), vehicle service supplies, and any other debris created in the repair or servicing of vehicles shall also be stored indoors or inside the fenced enclosure out of view of the public;

GC1 – permitted

e. Auto and trailer sales or rental areas;

EEMU – permitted

a. Auto, trailer, truck, recreational vehicle and heavy equipment sales, rentals, service and repair;

GC2 – permitted

g. Auto, trailer, truck, recreational vehicle and heavy equipment sales, rentals, service and repair, excluding storage of vehicles or equipment that is inoperable or in need of repair;

Scenic Gateway Corridor Overlay District – prohibited

Chapter 8.08

ITINERANT OR TRANSIENT MERCHANT'S LICENSE¹

Sections:

- 8.08.010 Definitions.**
- 8.08.020 Itinerant or transient merchant – License required – Exemptions.**
- 8.08.030 Itinerant or transient merchant license – Application.**
- 8.08.040 Referral – Fees.**
- 8.08.050 License – Revocation.**
- 8.08.060 License – Expiration.**
- 8.08.070 License – Nontransferable.**
- 8.08.080 Exhibition of license.**
- 8.08.100 Use of streets and other public places.**
- 8.08.110 Report of convictions for chapter violations.**
- 8.08.120 Appeals from action of the Chief of Police.**
- 8.08.140 State laws applicable.**
- 8.08.145 Nonapplicability of chapter.**
- 8.08.150 Repealed.**
- 8.08.010 Definitions.**

For the purposes of this chapter the following shall mean:

“Isolated or casual sales” means the transfer of personal or real property from one individual to another on an occasional basis, for an agreed-upon fee.

“Temporary business” is a business or enterprise that is to be carried on for a period of less than 60 days per calendar year duration within the City.

“Transient or itinerant merchant” means any person, firm or corporation, whether as owner, agent, consignee or employee, whether a resident of the municipality or not, who engages in a temporary business of selling and delivering goods, and/or services, wares and merchandise within the City, and who, in furtherance of such purpose, peddles from door to door or hires, leases, uses or occupies any building, structure, motor vehicle, tent, railroad car, boat, any room in a hotel, lodging house, apartment, shop, or any street, alley, or other place within the municipality, for the exhibition and sale of such goods, wares and merchandise, and/or the performance of services, either privately or publicly. The person, firm or corporation so engaged shall not be relieved from complying with the provisions of this chapter merely by reason of associating temporarily with any local dealer, trader, merchant or auctioneer, or by conducting such transient business in connection with, as a part of, or in the name of any local dealer, trader, merchant or auctioneer, provided the temporary business is conducted in conformance with HCC Title 21 as it pertains to the residential zones which prohibits selling from homes. [Ord. 89-9(A) § 1, 1989; Ord. 86-21 § 1, 1986; Ord. 84-36 §§ 1, 2, 1984; Ord. 83-2 § 1, 1983].

8.08.020 Itinerant or transient merchant – License required – Exemptions.

It is unlawful for a transient or itinerant merchant, as defined in HCC 8.08.010, to engage in business within the City without first obtaining a license therefor in compliance with the provisions of this chapter. The licensing requirements of this chapter do not extend to isolated or casual sales of personal goods, wares, vehicles, animals, etc., or to the sale of similar items at such functions as garage sales, flea markets, and bazaars, nor to activities conducted at conferences that cater to a specialized audience. A commercial fisherman who has a valid commercial fishing license issued by the State of Alaska and who has completed and filed with Alaska Department of Fish and Game the forms required to qualify as a “catcher-seller” shall be exempt from this chapter. [Ord. 89-9(A) § 1, 1989; Ord. 83-2 § 1, 1983].

8.08.030 Itinerant or transient merchant license – Application.

Applicants for an itinerant or transient merchant license, whether a person, firm, or corporation, shall file a written, sworn application signed by the applicant, if an individual, by all partners, if a partnership, and by the president, if a corporation, with the Homer Police Department, on a form to be furnished by the Homer Police Department, which shall give the following information:

- a. Name and description of the applicant (applicant must produce valid identification with photo affixed thereon);
- b. Address, both legal and local;
- c. A brief description of the nature of the business and the goods to be sold and, in the case of products of farm or orchard, whether produced or grown by the applicant;
- d. If employed, the name and address of the employer, together with credentials establishing the exact relationship;
- e. The length of time for which the right to do business is desired;
- f. If a vehicle is to be used, a description of the same, together with the license number or other means of identification;
- g. A photograph of the applicant, taken within 60 days immediately prior to the date of the filing of the application, showing the head and shoulders of the applicant in a clear and distinguishing manner;
- h. The names of at least two reliable property owners of the City, who will certify as to the applicant’s good character and business responsibility, or, in lieu of the names and references, any other available evidence as to the good character and business responsibility of the applicant as will enable an investigator to properly evaluate such character and business responsibility;
- i. A statement as to whether or not the applicant has been convicted of any crime, misdemeanor or violation of any municipal ordinance, the nature of the offense and the punishment or penalty

assessed therefor and a criminal history background check supplied by the State of Alaska within the preceding 30 days;

j. A copy of the applicant's business license and his certificate of registration for collection of Kenai Peninsula Borough sales tax, and when applicable a health certificate, letter of approval or other appropriate notification from State authorities for a food vending business;

k. At the time of filing the application, a fee of \$10.00 shall be paid to cover the cost of processing the application;

l. Waiver of objection to criminal history check. By the act of filing, applicant waives all claims he may have arising under any act or principle of common law protecting individual privacy, and consents to an investigation from any source or sources as to criminal history. [Ord. 01-20 § 1, 2001; Ord. 92-21, 1992; Ord. 89-9(A) § 1, 1989; Ord. 86-21 § 2, 1986; Ord. 83-2 § 1, 1983].

8.08.040 Referral – Fees.

a. Upon receipt of the application described in HCC 8.08.030, the original shall be referred to the Chief of Police or designee who shall cause an investigation of the applicant's business responsibility and moral character to be made. The application shall be approved or denied by the Chief of Police or his designee within 48 hours of its receipt.

b. The Chief of Police shall find that an application's background is unsatisfactory if:

1. The applicant has been convicted of a felony within the three-year period immediately preceding the date of his application;

2. The applicant has been convicted of a misdemeanor or violation of a municipal ordinance involving a monetary consideration within the same three-year period;

3. The applicant does not have proper business license, certificate of registration for collection of sales tax or health certificate when applicable.

c. If, as a result of such investigation, the applicant's character or business responsibility is found to be unsatisfactory, the Chief of Police shall endorse on such application his disapproval and his reasons for the same and shall notify the applicant that his application is disapproved and that no permit and license will be issued.

d. If, as a result of such investigation, the character and business responsibility of the applicant are found to be satisfactory, the Chief of Police or designee shall endorse on the application his approval. The Homer Police Department shall, upon payment of the prescribed fee, deliver to the applicant his license. Such license shall contain the signature and seal of the Chief of Police or designee and shall show the name and photograph of the licensee, the class of license issued and the kinds of goods to be sold thereunder, the amount of fee paid, the operative, as well as the license number and other

identifying description of any vehicle used in the business. The Homer Police Department shall keep a permanent record of all licenses issued.

e. For each license issued hereunder, the fee shall be \$330.00 for a 60-day license. For each assistant or sublicense associated with the principal license the fee shall be \$10.00 each. [Ord. 10-51(A), 2011; Ord. 01-20 § 1, 2001; Ord. 92-21, 1992; Ord. 89-9(A) § 1, 1989; Ord. 86-21 § 3, 1986; Ord. 83-2 § 1, 1983].

8.08.050 License – Revocation.

Licenses issued under the provisions of this chapter may be revoked by the Chief of Police subject to appeal under HCC 8.08.120 for any of the following causes:

- a. Fraud, misrepresentation or false statement contained in the application for license;
- b. Fraud, misrepresentation or false statement made in the course of carrying on his business as a peddler;
- c. Any violation of this chapter;
- d. Conviction of any crime or misdemeanor involving moral turpitude;
- e. Conducting business hereunder in an unlawful manner or in such a manner as to constitute a breach of the peace or to constitute a menace to the health, safety or general welfare of the public. [Ord. 89-9(A) § 1, 1989; Ord. 83-2 § 1, 1983].

8.08.060 License – Expiration.

All licenses issued under the provisions of this chapter shall expire 60 days following date of issue.

Land uses for which a temporary license is issued must cease upon expiration of the permit including the immediate removal of any temporary structure. [Ord. 89-9(A) § 1, 1989; Ord. 84-36 § 3, 1984; Ord. 83-2 § 1, 1983].

8.08.070 License – Nontransferable.

No license issued under the provision of this chapter shall be used at any time by any person other than the one to whom it was issued. [Ord. 83-2 § 1, 1983].

8.08.080 Exhibition of license.

Persons licensed under this chapter shall display their licenses as follows:

- a. All door to door vendors and person soliciting or conducting business other than at a fixed business location shall physically wear their permit in plain view attached to their lapel, external jacket, or shirt, at all times while engaged in any business-related public contact.

b. All other persons shall openly display their license at the front counter (or primary area of public contact) of their business.

c. All licensees shall produce their license for physical examination at the request of any citizen or peace officer authorized to enforce this chapter. [Ord. 01-20 § 1, 2001; Ord. 89-9(A) § 1, 1989; Ord. 88-4 § 1, 1988].

8.08.100 Use of streets and other public places.

No licensee shall have exclusive right to any location in the public streets, nor shall anyone be permitted to operate in any congested area, to include areas designated as public parking, campgrounds, parks or open spaces or where his operation might impede or inconvenience the public. For the purpose of this chapter, the judgment of the peace officer, exercised in good faith, shall be deemed conclusive as to whether the area is congested or the public impeded or inconvenienced. [Ord. 90-19(A) § 1, 1990; Ord. 89-9(A) § 1, 1989; Ord. 84-12 § 1, 1984; Ord. 83-2 § 1, 1983].

8.08.110 Report of convictions for chapter violations.

The Homer Police Department shall maintain a record of each license issued and record the reports of violations therein. [Ord. 92-21, 1992; Ord. 89-9(A) § 1, 1989; Ord. 83-2 § 1, 1983].

8.08.120 Appeals from action of the Chief of Police.

Any person aggrieved by the action of the Chief of Police in the denial of an application for a permit or license as provided in HCC 8.08.040, or in the decisions with reference to the revocation of license as provided in HCC 8.08.050, shall have the right of appeal to the City Council. Such appeal shall be taken by filing with the City Council, within 14 days after the action of the Chief of Police, a written statement setting forth fully the grounds for appeal. The City Council shall set a time and place for a hearing on such appeal, and notice of such hearing shall be mailed to the appellant postage prepaid at his last known address at least five days prior to the date set for the hearing. The decision and order of the City Council on such appeal shall be final and conclusive. [Ord. 01-20 § 1, 2001; Ord. 89-9(A) § 1, 1989; Ord. 83-2 § 1, 1983].

8.08.140 State laws applicable.

Notwithstanding any provisions of this chapter, any peddler operating under any license issued by the City pursuant to this chapter shall not be exempted from any and all licenses, permits, laws, or ordinances as required by the State of Alaska and the Kenai Peninsula Borough. [Ord. 89-9(A) § 1, 1989; Ord. 83-2 § 1, 1983].

8.08.145 Nonapplicability of chapter.

The provisions of this chapter shall not apply to a person who solicits funds for any purpose or disseminates information in connection with an authorized activity of a charitable, religious, political or civic organization of which that person is a member, adherent or representative; provided, that such activity is carried out in an orderly manner and in no way disturbs the peace or creates a public or private nuisance. [Ord. 89-9(A) § 1, 1989; Ord. 83-15 § 1, 1983].

8.08.150 Violation – Penalty.

Repealed by Ord. 17-03. [Ord. 89-9(A) § 1, 1989; Ord. 83-2 § 1, 1983].

1

For statutory provisions authorizing cities to regulate the sale of goods, see AS 29.35.200(b).
Ordinance 85-11, adopted May 13, 1985, repealed HCC 8.08.090.



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Staff Report PL 17-23

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
DATE: March 1, 2017
SUBJECT: Temporary cold weather shelter for the homeless

Introduction: We listened to Captain Christi from the Salvation Army at our last meeting. We learned that she has not found support from the faith-based community to set up temporary shelters at other locations. This leaves the Salvation Army Church as the only one entertaining the possibility of setting up a temporary shelter. She felt that all the effort and money that would be spent on a temporary shelter might be better spent on a more comprehensive program to fight homelessness. She is working on gathering more information through a community needs assessment regarding homelessness.

Analysis: The Commission made suggestions about gathering information and the development of a permit process for a cold weather hostel.

“Hostel” means any building or portion of a building containing dormitory-style sleeping accommodations for not more than 15 guests that are used, rented or hired out on a daily or longer basis.

Hostels are allowed outright in RR, CBD, GB, TC, RO, and UR districts. According to the definition above, I see no issue with a hostel offering emergency shelter. We have one hostel in town. If they wish to ‘use’ rooms for shelter, they may. The question might be, what does one have to do to become a hostel and when does shelter in a hostel become ‘shelter for the homeless?’

The current definition determines that a hostel provides ‘dormitory-style’ sleeping accommodations (no mention of dwelling) for 15 or less in any building or portion of building. Perhaps the most guidance is the 15 or less requirement. If one wishes to consider use as a hostel, the Planning Office might be concerned with parking, signage, and a review by a Fire Marshal. If a church facility wanted to consider ‘hostel’ services, in my opinion, all they would really need to do is to have the building or portion of building be reviewed by a Fire Marshall and keep occupancy to 15 or less.

Using the code, I would find that operations to serve more than 15 or operations that incorporate allied services for the homeless would fit better into the 'shelter for the homeless' definition.

“Shelter for the homeless” means a building used primarily to provide on-site meals, shelter and secondary personal services such as showers and haircuts to the homeless and the needy on a nonpermanent basis for no or nominal compensation.

I believe that the thoughts above provide a reasonable test for a shelter for the homeless in consideration of the current code. If we were to make something along the line of an additional permit process for cold weather shelter, we might have to reconsider the definition of 'hostel' or make it in exclusive consideration of serving more than 15.

One of the concerns I have with making something for more than 15 is that it seems we have only (possibly?) one location on the table at this time. If we only have one location, the only thing temporary might be the clients stay. Different clients could cycle through on a consistent basis and it would then look more like a shelter for the homeless, or at least not temporary. I am of the mind that if we have something other than a hostel, we should consider it a shelter for the homeless.

A concern about a shelter for the homeless is that they currently have to apply for a CUP. A shelter for the homeless could be configured in many differing ways. To make code for the allowance of shelter for the homeless as a permitted use, we would have to address the litany of concerns in code. Operational and physical site concerns could vary greatly from proposal to proposal. This is where a CUP could address specific concerns particular to a site and organization.

I would like to hear more from the community as they explore possible proposals before trying to anticipate the needs without Homer-specific data.

Anchorage: The muni has adopted a Cold Weather Plan for the Homeless. This plan resides with the Department Health and Human Services of Anchorage. It operates outside of Title 21 and is treated as a public health issue.

Staff Recommendation: Provide guidance for further exploration of the subject.

Attachment

Articles on homelessness in the Kenai

Posted December 29, 2016 07:59 pm

By

[ELIZABETH EARL](#)

Peninsula Clarion

Kenai Peninsula still struggles to house homeless

Comments0 Share

Snow blew lightly across the threshold of the Friendship Mission when a knock came on the office door. Mary Anne Cowgill, the co-owner, made her way across the room to answer it and found two young men at the doorstep.

After a moment's quiet conversation, she came back inside the office alone, and the two young men packed up into a car and left. One of the men had just arrived from Juneau, she explained, and had no place to stay, so he came to the Friendship Mission, which offers housing to adult men over 21 who don't have anywhere to go. All the men have to do is be at least 21 years old and follow the rules of the house in order to stay.

"He was 19," she said.

In the adjoining set of rooms, men of all backgrounds have found shelter when they needed it. Since Mary Anne and Graydon "Skipper" Cowgill opened the Friendship Mission in North Kenai in 2005, they've helped 930 men with housing and food. The couple, who moved to Kenai from Louisiana specifically to open the shelter, remember many of their residents' names. The mission even hosted a wedding for a former resident once, Mary Anne said, producing a picture of a smiling couple.

"We're like a family here," Skipper Cowgill said. "We take all of our meals together."

Men can stay as long as they need to as long as they have work or are looking for it. They have to follow the rules of the house: No drugs or alcohol, go to church on Sunday, come to Bible study in the evenings, follow curfew, no swearing, no borrowing money without permission, no animals and no baggy pants or do-rags, among other rules.

It's not for everyone. Skipper Cowgill said he's had to evict people who wouldn't follow the rules before, which is hard, knowing they have nowhere else to go. However, the rules are the rules, he said.

"I've had people tell me they'd rather sleep in the snowbank than follow the rules," he said.

But in general, many of the men are successful. Some people have called them years later to thank them for their work at the mission, providing a service that no one else is providing on the Kenai Peninsula, Mary Anne Cowgill said.

On the day the young man stopped by, they had empty beds. But they couldn't give him one because he wasn't of age. Though he drove out of sight back toward Kenai into the winter afternoon, unless he found a friend with a place to stay or rented a room at a hotel, there wouldn't be anywhere for him to go. There is no emergency shelter for homeless men besides the Friendship Mission on the Kenai Peninsula.

Adult men aren't the only ones with nowhere to go if they find themselves homeless any given night. There isn't a youth shelter on the Kenai Peninsula either.

The LeeShore Center in Kenai runs an emergency shelter for women and children who are victims of domestic violence, but the parameters of the grant for its operations prevent the center from providing shelter for others outside those circumstances.

Kelly King, who coordinates the Kenai Peninsula Borough School District's Students in Transition program that provides assistance to students experiencing homelessness, said it's a real frustration that there's nowhere for them to go.

"It's really hard when one of them asks me, 'Well, where am I going to sleep tonight?'" she said. "And I have to tell them, 'I don't know.'"

In an average year, the school district identifies 250 students as homeless. They're often not sleeping on street corners or sidewalks, the traditional image of homelessness; but usually sleeping in cars or couchsurfing. Their situations vary, but there's only so much the school district can legally do, King said. That includes providing things directly related to education, and sometimes that includes a hotel room, but it doesn't always include housing.

In addition, it's hard to pin down exactly how many homeless people there are on the Kenai Peninsula. In the past, the number reported to the U.S. Department of Housing and Urban Development — which provides federal funding for homeless assistance programs — was 69. King's program alone deals with significantly more individuals than that, and that doesn't even count their families that aren't officially counted by the school district, she said.

The numbers are generated from a count called the Point-in-Time count, which counts and documents individual homeless people during a specific window of time. In the past, the Kenai Peninsula's count has not been accurate, a problem community groups have been trying to solve this year.

On Jan. 24, 2017, the same day as the sixth annual Project Homeless Connect — an event at the Soldotna Regional Sports Complex in which homeless individuals can receive services like showers, hot meals and laundry service for free — agencies and individuals will also be ramping up efforts to count and document every homeless person they can.

The numbers are paramount for federal funding for homelessness programs. Brian Wilson, the executive director of the Alaska Coalition on Housing and the Homeless, said at a meeting in November that the state only receives \$740,000 to help every person experiencing homelessness, which doesn't stretch very far.

“When we plan this point-in-time count, we need to look at last year's numbers and think, ‘Who are we missing?’” he said at the November meeting. “Because I can't say it enough ... every person counts. Every person counts, and that's why we need to count every person. Not just the people who are easy to find ... but those people who are in tents, those who are out somewhere where they're not visible because they don't want to be seen.”

An additionally complex part of the problem, which the medical community sees in greater depth, is widespread substance abuse and mental illness issues. Though anyone can experience homelessness, rates of substance abuse and mental illness are high among the homeless population. The demands of addiction or mental illness can often drain a person's financial resources, leaving them on the lower end of the income scale. This shows in the payment mix of Peninsula Community Health Services' behavioral health clinic, where 90 percent of the patients are on Medicaid, as compared to about one-third in the general clinic, said PCHS CEO Albert Wall.

PCHS provides behavioral health care but not substance abuse treatment. The state disburses funds for mental health care through Title 47 in a grant system, and PCHS's grant is for behavioral health care, Wall said. The Cook Inlet Council on Addiction and Drug Abuse provides substance abuse care, as does the Kenaitze Indian Tribe's Dena'ina Wellness Center. Central Peninsula Hospital's Serenity House provides inpatient substance abuse services.

Patients don't always identify themselves as homeless, but when they do, PCHS tries to connect them with services and get them housing, he said. People become homeless for a variety of reasons, and one of the things Alaska's health care system struggles with is getting a complete continuum of care in one place.

PCHS, a patient-centered medical home and major primary care provider, could provide many of the services people need, but the organization would need to line up the grants to fund all the services.

“I think community health centers are uniquely poised to provide a full continuum of care,” he said. “We can do it all.”

PCHS, Serenity House and the Cook Inlet Council on Addiction and Drug Abuse are working together on a grant to open a medical detox facility. The grant hasn't been awarded yet, but Serenity House Intake Coordinator Shari Conner said in a previous interview that the group is optimistic.

Love INC, a Christian nonprofit in Soldotna, used to provide shelter for families in partnership with the Merritt Inn in Kenai, but had to close the program in 2013 due to loss of funding. The organization can still provide some rehousing services for families through a grant. The Alaska

Housing Finance Corporation also provides vouchers for parolees and youth aging out of the foster care system with no set amount of vouchers, but it depends on how severe the need is, according to an email from Alaska Housing Finance Corporation spokesman Soren Johansson.

There's limited affordable housing on the Kenai Peninsula as well. AHFC has 299 housing choice vouchers for low-income privately owned units, a number of which are set aside for specific life circumstances. That number is 115 in Homer, according to Johansson's email. The Kenai Peninsula Housing Initiative also operates a number of rental facilities specifically to help keep people from remaining or becoming homeless. Their availability varies depending on vacancies.

The LeeShore Center in Kenai operates a transitional living facility which anyone can live in for two years. Most of the people who use it come from the peninsula, though some come from other areas of the state, said Cheri Smith, the executive director.

This year, the LeeShore Center's emergency shelter served 160 women and children, which increased about 18 percent from the previous year, Smith said. They haven't had to turn anyone away unless they were outside the parameters of the LeeShore Center's grant funding, she said.

"We did find over this last summer (and) early fall, we were actually running over capacity," she said. "We just got out our cots as needed."

One of the challenges with the Department of Housing and Urban Development funding is what it applies to. The department in recent years has focused on rapid rehousing and permanent supportive housing, and not every organization has those programs, Smith said. The funds are already stretched thin across the state, she said.

"Unless you have those programs, it's hard to get your foot in the door, and once you do get your foot in the door, there's only so much funding to go around," she said.

The Kenai Peninsula Re-entry Coalition, a group aiming to help bridge the gap for individuals coming out of prison back into life outside, regularly discusses the challenges facing those coming out of prison, who often can't get housing either because of the cost or because landlords may not want to house someone with a criminal record. The group brings together representatives from the Alaska Department of Corrections and multiple other agencies that aim to help house, employ or provide medical treatment.

One of the big struggles is where former inmates can go for housing. They're required to provide an address where they are going in order to be released. However, from the Cowgills' perspective, many of them give the Friendship Mission's address.

"And then we never see them," Skipper Cowgill said.

Jodi Stuart, who works in the probation office and works with the Re-entry Coalition, said probation officers can verify that the inmate gives a real address, but it's hard to police them to make sure that's where they're actually living.

The group wants to set up a system which would identify those most at risk of being homeless and make sure they get priority for housing, considering factors like education, substance abuse and behavioral health. For example, someone with a known history of substance abuse or no job skills would be more at risk, she said.

“We’d be looking at those at the highest risk,” she said.

Reach Elizabeth Earl at elizabeth.earl@peninsulaclarion.com.

Posted September 15, 2016 08:28 pm - Updated September 16, 2016 03:16 pm

By

[ELIZABETH EARL](#)

Peninsula Clarion

Workshops hone in on homelessness

Comments0 Share

Editor's note: This article has been clarified to show that the Kenai Peninsula Borough School District's Students in Transition Program assisted 185 students in the central Kenai Peninsula.

When a group of community members tried to come up with a list of who becomes homeless at a workshop Wednesday night, one phrase appeared multiple times in the results: "Anyone can experience homelessness."

Asked what the effects were, the common answer was that homelessness is a drain on community resources. But when asked what to do about it, the answers were less clear. More housing was mentioned repeatedly, as was more support from the community.

A new organization, Kenai Peninsula Journey Home, is trying to answer the question of what to do about homelessness. In a community workshop held Wednesday at the Alaska Army National Guard Armory in Kenai, about 25 community members gathered around tables to discuss homelessness on the central Kenai Peninsula and how to handle it.

A group of behavioral health workers in the Kenai and Soldotna areas conceived the idea for the organization over lunch one day last year. Georganne Roberts, Margene Andrus, Michelle Lesiagonicz, Beth Selby and Stephanie Haasis all see the effects of homelessness in their jobs and decided to work collaboratively to do something about it.

Homelessness on the Kenai Peninsula has historically been hard to track. The only organization that keeps continual track of its homeless population is the Kenai Peninsula Borough School District, which offers assistance for homeless students through its "Students in Transition" program, which served approximately 185 students in the central Kenai Peninsula in 2015. No other local agency does a count of the community at large.

In 2007, Soldotna nonprofit Love INC requested a study from the University of Alaska Anchorage's Institute of Social and Economic Research to estimate the annual homeless population on the peninsula.

The researchers estimated at the time, using a summer survey, that between 400 and 500 people were homeless on the peninsula each year, though "the overall homeless population is difficult to enumerate because of their transience and because oftentimes a state of homelessness is variable and/or temporary," according to the study.

In 2015, 31 homeless people were living in shelters in Kenai, 28 were not living in a shelter and 10 people lived in transitional housing, five of whom were veterans and 13 of whom were younger than 18 years old, according to a May 2016 point-in-time count by the Institute for Community Alliances, the contractor operating the Alaska Homeless Information Management System, a statewide data collection survey.

But that number is a bare minimum, not including people who choose not to seek out resources, who were missed in an official count or who may be in one of the nebulous homelessness circumstances like couch-surfing with friends, Selby said.

“(That number is) at least how many there are,” she said.

One of the most immediate needs is for additional housing. Only two emergency shelters currently operate on the central peninsula — the LeeShore Center, which offers services for women and children who were victims of domestic violence or abuse, and the Friendship Mission, which offers Christian-based services for men. There are no shelters for children, families, former Alaska Department of Corrections inmates or general shelters for men. For every 1,000 residents in the Kenai Peninsula Borough, there are 1.64 year-round emergency shelter, transitional housing and permanent supportive housing beds, according to a 2015 inventory from the Alaska Coalition on Housing and the Homeless.

“Our problems on the peninsula are Alaska’s problems,” said Catherine DeLacee, funding and development director for Love INC, said at the Wednesday workshop.

DeLacee said the number of homeless individuals on the peninsula has likely increased since Love INC commissioned its study on the population. The organization used to operate a shelter for families without housing but had to close the shelter in 2013 due to a lack of funding.

Federal funding exists to encourage communities to develop these resources. The U.S. Department of Housing and Urban Development grants funds to local nonprofits, state agencies and local governments through its Continuum of Care program to provide housing, support housing programs and promote self-sufficiency among people experiencing homelessness. Local nonprofits Love INC and the LeeShore Center have received funds for their housing projects in the past.

LeeShore Center Executive Director Cheri Smith said at the meeting that public and agencies alike should be involved with the Continuum of Care process to enable local organizations to get funding for projects. The next meeting for the program will be held Oct. 6 at Love, INC, and she encouraged everyone to attend.

“If your community is not strong and working together, you’re not going to get funded,” Smith said.

Attendees broke out into small groups to discuss three questions for 20 minutes at a time, including identifying who the homeless are on the peninsula, defining the community effects of homelessness and naming current resources available for those without a home. To facilitate

conversations, participants would move from group to group, never sitting with the same people twice.

The conversation style lends a cooperative dialogue, said Mary Elizabeth Rider, who coordinated the discussion at the event. Afterward, she said she will take all the notes from the evening's discussions and synthesize them together. Another workshop on the same topic was scheduled for Thursday evening, open to the public.

"We'll be talking about the same things, so come again (Thursday) night, and bring two friends," Rider encouraged the attendees Wednesday.

Reach Elizabeth Earl at elizabeth.earl@peninsulaclarion.com.

Voices of the Peninsula: Bridging the gap in homeless services

Comments1 Share

Kenai Peninsula Journey Home is hosting a follow up collaborative meeting on Nov. 3, 5-8 p.m. to report back to the community on the meeting previously held at the Armory, and to address service gaps for the homelessness in the Kenai-Soldotna area. The meeting, which will be held at the Dena'ina Wellness Center, will focus on bridging the gaps to address homelessness in our area.

“As is the case with many Alaskan communities, there is a major gap in homelessness services in the Kenai area. Most notably for youth experiencing homelessness as well as individuals needing access to supportive housing. The state coalition plans to work with community leaders to learn more about Kenai residents experiencing homelessness and identify collaborative approaches to filling the gap” said Brian Wilson, Executive Director of The Alaska Coalition on Housing and Homelessness.

“There are six veterans that we know of that are homeless in our community. The veterans in our community are faced with their own specific barriers for services, if a veteran is couch surfing they are not considered homeless under veterans definitions of homelessness, they would be counted as homeless under other definitions,” said Margene Andrus, Board member of Kenai Peninsula Journey Home.

The Kenai Peninsula Borough School District offers services to homeless students through Students in Transition. The numbers of homeless teens — most of them living with their homeless families — has increased to 255 across the Borough by May 2016. The numbers of homeless people in Kenai appear to be lower. In 2015, volunteers conducted a Point-in-Time count of homeless people in the city of Kenai. They contacted all shelter organizations and walked in the woods to identify the number of people that are homeless in order to document issues that would support funding for housing and services. They identified 31 individuals in shelters, 10 individuals in transitional housing, and 28 individuals homeless and unsheltered. Five of these individuals were veterans and 13 of these individuals were under the age of 18.

All indications are that these counts are significantly lower than the accurate count. The goal of the next critical Point-in-Time count for the Kenai-Soldotna area is to have accurate data that can provide better funding for services in our community.

ADVERTISING

“I get phone calls on average three times a week from individuals who need help but don’t fit into our program” reported by Ravin Swan, Founder and Director of Nuk’it’un. “The homeless population often doesn’t know where to call and what resources are available. Additionally, many service providers don’t know what resources to refer the homeless to in our community due to these gaps.”

The local partners of the Continuum of Care Committee, which coordinates on homeless services, conduct an annual one-day Project Homeless Connect event that allows people who are homeless or near homeless to access many services at one location. Churches and non-profits offer food, clothing, and housing resources to homeless people, however, there continues to be gaps in services for the homeless population even with the tireless efforts of Love Inc., Lee Shore, and many others.

“After our first community meetings in September, we know there are gaps to be filled in to help the homeless population and now it is time to work towards filling those gaps in services with the community as a whole” Michelle Lesagonicz, Board member explained.

The Nov. 3 meeting will focus on bridging the gaps to address homelessness in our area. The meeting is open to everyone. Light snacks will be provided. The meeting will be held at the Dena’ina Wellness Center, Overland Ave., Kenai. There will be a panel of speakers from several local organizations that work with the homeless population as well as our guest speaker, Brian Wilson, Executive Director of the Alaska Coalition on Housing and Homelessness.

After the panel discussion, we will end the meeting with a question and answer time, and a brainstorming session.

The results of the meeting will inform areas in which ways the gaps can be closed to provide even better, healthier services to homeless individuals and families.

The Kenai Peninsula Journey Home awakens hope and honors dignity in every person who seeks comfort, support or assistance through our program and advocates for collaborative locally driven solutions to end homelessness. For more information, contact Michelle Lesagonicz, 907-953-6708 or kenaisoldotnajourneyhome@gmail.com, visit <http://www.kenaisoldotnajourneyhome.org/>, or find them on Facebook: kenai peninsula journey home.



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Memorandum

TO: Mayor Zak and Homer City Council
FROM: Katie Koester, City Manager
DATE: February 8, 2017
SUBJECT: City Manager's Report – February 13, 2017

Additional Information on Hickerson Cemetery Expansion, Phase 1

In the last City Manager's report, I provided an updated timeline for the phase 1 of the expansion of Hickerson Cemetery (completion date end of May 2017). Since then the Planning Commission has held public comment on the project and recommendations from the Commission and the Department have been incorporated into the design including:

- Reduced the number of platted burial plots for Phase 1
- Changed some 10x5 grave burial plots to 2x2 urn burial plots
- Grave plots sections are configured in a 2 plot by 5 plot configuration
- As currently designed, there are 106 10x5 grave plots and 60 2x2 urn plots
- Burial plots section configured to allow for tree plantings
- Plan provides for future columbarium with ADA accessible walking path
- Plan provides for future memorial plaque wall with ADA accessible walking path
- Plan provides for future maintenance equipment storage shed
- Plan provides for snow storage areas

The attached map provides more information on the revised plans. I commend the Planning Commission, Planning staff, and Public Works Department for taking the time and effort to incorporate neighborhood feedback and public comment in the planning process. Public Works is proceeding full steam ahead on this project to meet the goal of having plots available for sale in the spring.

Purchase of Two Used Trucks for Public Works

Public Works was able to purchase two small used trucks under \$40,000 per the direction of City Council in the 2017 budget. Because a small truck with a short bed suits the needs for PW administration vehicles, staff was able to find a good deal and come in just under the budgeted allocation at \$39,718. It is unlikely that the savings would be as great with the purchase of a full sized truck due to the fleet pricing we can obtain through the State contract. On average, the City saves \$7,000 to \$9,000 on a new vehicle with government pricing and can get a utilitarian vehicle without the 'extras' that are common in the used market. A memo from Superintendent Gardner with further detail and price comparisons is attached. Staff is working on a fleet

replacement plan to present to Council to demonstrate a holistic picture of the future vehicle needs of the department.

Employee Anniversaries: February 8, 2017

I would like to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Dan Miotke	Fire	15	Years
Tim Yarbrough	Fire	15	Years
Debra Waldorf	Library	9	Years
Jim Knott	Police	7	Years
Mike Parish	Public Works	5	Years
Nate Hull	Police	4	Years
Jenny Carroll	Admin	1	Year
Austin McAvoy	Police	1	Year

Enc:

~~Final design maps for Hickerson Cemetery Expansion, Phase 1~~ **Previous HAPC packet item**
~~Memo on used vehicle purchases~~ **Not relevant to Planning Commission**
Memo on highlights of O&M work accomplished by the W/S Department in 2016



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Memorandum

TO: Katie Koester – City Manager
FROM: Carey Meyer – Public Works Director
DATE: February 6, 2017
SUBJECT: **Highlights of O&M Work Accomplished - 2016
Water and Sewer Department**

The purpose of this memo is to remind us of the types of operations and maintenance activities that City water and sewer personnel routinely complete so that the community can continue to enjoy clean, safe drinking water; dependable fire protection; and protect Kachemak Bay from potential wastewater contamination.

Here are a few highlights from 2016 regarding major operation/ maintenance activities completed by the Homer Water/Sewer Division:

Water System:

- 1) Replaced failed flow meter under the foot of the Bridge Creek Reservoir dam. This meter controls the valve that is important to maintaining a safe water level in the Reservoir.
- 2) Completed tri-annual dam Safety Inspection.
- 3) Replaced the second of three 26 foot deep raw water feed pumps (capital project).
- 4) Annual system wide flush of the distribution system to maintain drinking water quality.
- 5) Initiated system wide leak detection of the distribution system with equipment borrowed from Alaska Rural Water Association.
- 6) Prepared and painted fire hydrants on Pioneer Ave (more City-wide next year).

Wastewater System:

- 1) Completed annual sewer line cleaning (including cleaning 8 lift stations).
- 2) Smoke test sewer lines in Old Town (to identify potential inflow/infiltration problems).
- 3) Flushed both sewer force mains coming off the Spit.
- 4) Removed, the last underground fuel tank serving City building. Proactive hazard mitigation.
- 5) Removed, refurbished and reinstalled 68 clarifier skimmers (extended life of treatment plant equipment).
- 6) Dewatering and disposed of 90 cubic yards of bio-solids at the Homer Landfill.
- 7) Receive a new APDES sewer treatment plant discharge permit from ADEC.
- 8) Replaced impeller in pump in the Kachemak City sewer lift station.
- 9) Replaced guide rails and impellor in Bay Ave sewer lift station.



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Memorandum

TO: Mayor Zak and Homer City Council
FROM: Katie Koester, City Manager
DATE: February 17, 2017
SUBJECT: City Manager's Report – February 27, 2017

Hickerson Cemetery

Council requested additional information on the budget for Hickerson Cemetery expansion as it related to the \$1,000 per plot increase implemented in 2016. The City Council approved \$200,000 in the FY2016 budget for a phased expansion of Hickerson Cemetery (full expansion budget is \$328,000). At the same time, Council approved an increase from \$200 per plot to \$1,000 per plot to cover the capital cost of the development of the Cemetery. Since then, there has been substantial public input regarding the design of the cemetery resulting in additional landscaping, urn burial plots and consideration of future needs such as a walking path, equipment storage shed, and snow storage. While this has increased the visual appeal of the Cemetery, it results in less plots (106 2x5 burial plots and 60 2x2 urn plots) available for sale. At \$1,000 a plot the maximum amount the City will recoup on the project is \$166,000. Nevertheless, this is the first time the City has offered plots specifically for the interment of urns and Council could consider a separate and reduced fee for those plots. The City does allow burials 2 deep in one plot. As a point of comparison, burial plots at the Soldotna cemetery are anywhere from \$750-\$1,000 and urns are \$400. Wasilla charges \$1,000.

If Council would like to amend the cost of burial plots and add a separate price for urn interment, you would do so by Resolution amending the fee schedule. As a matter of course, the fee schedule is amended annually with the budget cycle. The Clerk's office is working on additional rules for managing the Cemetery. For example, when someone purchases a plot we currently deed it to the individual in perpetuity. This means there could be families who have made other burial plans with reserved plots. These, and other recommendations, will be made by the Clerk's office which would be a good time to re-assess the cost of burial plots.

Boat House Pavilion Grant

I am pleased to announce that the Rasmuson Foundation recently awarded the City a Tier 1 grant to support construction of the Boat House Pavilion. The \$20,000 award for purchasing construction materials brings the project's fundraising to within \$5,000 of the project's overall \$230,000 goal.

Public Safety Communication Grant Applications

Homer Police Department recently submitted grant applications to the FY2017 Alaska State Homeland Security Program for three projects related to upgrading the City's radio communication system. These requests (to replace four repeaters, the emergency dispatch radio and HPD's mobile radio system) are part of the on-going process of completing communication system upgrades required because the system is aging out of manufacturer's support and will soon be out of compliance with new FCC regulations. Last year this grant program funded upgrades to two system components.

Finance Director Hired

I am pleased to announce the City has hired Elizabeth Walton as the next City of Homer Finance Director. Elizabeth is coming from Fairbanks where she works for the Department of Transportation & Public Facilities for the State of Alaska as an Accountant II. Elizabeth has also worked for the State's Department of Health & Social Services and the Department of Revenue. Elizabeth has a B.B.A in Finance, a B.B.A. in Accounting, as well as an M.B.A in Capital Markets. Elizabeth's first day is March 20th. Please welcome her to the City of Homer team when you see her at Council meetings.

Barge Mooring/Haul-Out Repair Facility

Last week, the City responded to a request from the Kenai Peninsula Economic Development District for shovel-ready projects that benefit the operation and performance of the transportation network and the regional and national economy for submission to the Trump Administration. Staff submitted a combined Barge Mooring/Haul-Out Repair Facility project description, which ranked first out of the four priority projects for the Kenai Peninsula. Shirley Kelly, Alaska EDR for the Economic Development Administration then forwarded a list of these Alaska projects to the Trump Administration, providing background on Alaska's infrastructure funding needs.

Bryan Hawkins has communicated the combined scope of the project to the State of Alaska, which was approved, and I will share the project with Lisa Murkowski's office when we submit information on the City of Homer's Federal Priority projects.

Enc:

Letter of Support for Homer Senior Citizen's Adult Day Services Program grant applications
Barge Mooring/ Haul-Out Repair Facility write up.



City of Homer

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February 28, 2017

Nancy Brooks
Grant Administrator
State of Alaska Health and Human Services
PO Box 110650
Juneau, AK 99811-0650

Dear Ms. Brooks,

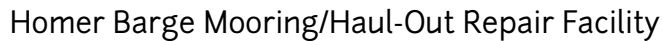
I am writing to express the City of Homer's support for the Homer Senior Citizen's grant for Adult Day Service Program.

Homer Senior Citizens, Inc. provides services that are vital to the health of our community including meals, adult day services, independent housing, transportation and assisted living. The program enables participants to remain in a home or community based setting reducing long-term care costs. In particular, the Adult Day Services assists seniors by providing safe and engaging social activities so that their family/caregivers can remain working during the day.

In closing, the City of Homer encourages your support of a vital program to our community, Adult Day Services offered by the Homer Senior Center.

Sincerely,

Katie Koester
City Manager
907-435-3102



- Construction consists of installation of 6 steel pile mooring dolphins with navigation lighting, dead-men anchoring and stern anchoring system for 4-6 barges. Vessel repair facility includes wash down pad and water retention basin/water quality treatment improvements, paved work areas, drainage improvements, lighting, electrical service, haul-out winching equipment, fencing, and support building.

-

- **Benefits to the operation and performance of the transportation network, and the regional and national economy:**

With more than 33,000 miles of coastline, the waters surrounding Alaska are a substantial transportation network and economic driver locally, regionally and nationally. And while the state is host to many vessels, Alaska largely lacks infrastructure to handle the marine industrial sector's (MIS) moorage and vessel maintenance demand. The Barge Mooring/Haul Out Repair Facility expands Alaska's capacity to meet current demands of the shipping, commercial fishing, resource development and service industries -- *and* support the fleet that will be taking advantage of emerging regional and national economic opportunities such as Cook Inlet the Cook Inlet Oil & Gas industry, a possible LNG export plant in Nikiski, and the opening of the Arctic for transportation and resource development.

Strategically located in Homer's Port & Harbor, the only ice-free deep water port in Cook Inlet, the facility benefits the performance of the MIS transportation network. Barges are a lifeline to the essential supplies needed for rural Alaskan communities to exist, and are critical support vessels for resource development operations around the State. These vessels, the workhorses of the fleet, are required by law to be inspected and maintained to standards set by the USCG. For the most part this fleet is used seasonally due to the ice conditions that occur in Western Alaska which means that they are wintering over while they wait for spring breakup. Currently there are very few haul out facilities in the State that can serve these very large vessels. Our plan provides secure moorage for up to six of these vessels and the ability to complete their required maintenance while wintering over. The repair facility will also be used by the region's large fleet of commercial fishing vessels.

Because of the lack of moorage space, large vessels are currently turned away from the harbor's basin; because of a lack of facilities, large vessels also have to travel long distances over open ocean to seek repairs which could otherwise be completed in Homer. Capturing more of this MIS activity (that often occurs out-of-state) provides many benefits. As more work is done locally, the local marine trades sector has greater opportunity to expand services, support a steady labor force and provide higher quality services more competitively. Availability of local repair services also delivers performance benefits to vessels operating in Alaska waters, saving significant time, fuel and other operating expense. An additional benefit is reducing the potential for costly emergency response, loss of life and property, and/or environmental contamination associated with impaired vessels travelling great distances to seek repairs.

- **Estimate of direct and indirect job creation and private sector investment generation:**

The facility will create 51 full time direct jobs when fully operational; it will create 102 indirect jobs (per a 2:1 shipyard benefits multiplier effect of direct jobs on indirect jobs.) It will generate private sector investment in tools, training and specialized equipment by the marine trades sector, in large marine vessel upgrades by vessel owners, and investment in additional transportation capacity for supplies such as steel, engine parts, electrical, fuel, hazardous materials disposal.