

**NOTICE OF MEETING  
WORKSESSION AGENDA**

1. **CALL TO ORDER, 5:30 P.M.**
2. **REGULAR AGENDA**
3. **Staff Report 19-20, Building Height Maximum - see page 33 of the meeting packet**
4. **PUBLIC COMMENTS**  
The public may speak to the Planning Commission regarding matters on the work session agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).
5. **COMMISSION COMMENTS**
6. **ADJOURNMENT, 6:30 P.M.**



## **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 20, 2019 **p. 1**

### **6. Presentations/Visitors**

### **7. Reports**

A. Staff Report 19-17, City Planner's Report **p. 11**

### **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 19-18, City Permitting Process **p. 29**

B. Staff Report 19-19, Review of permitted and conditionally permitted uses **p. 31**

### **11. New Business**

A. Staff Report 19-20, Building Height Maximum **p. 33**

### **12. Informational Materials**

A. City Manager's Report for the February 25, 2019 Homer City Council meeting **p. 39**

### **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 Wednesday, March 20, 2019. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.

Session 19-02, a Regular Meeting of the Homer Advisory Planning Commission was called to order by Chair Venuti at 6:32 p.m. on February 20, 2019 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS HIGHLAND, BENTZ, VENUTI, SMITH AND BANKS

ABSENT: COMMISSIONERS BOS, BERNARD (EXCUSED)

STAFF: CITY PLANNER ABOUD  
DEPUTY CITY CLERK KRAUSE

The Commission met in a worksession at 5:30 p.m. On the agenda was a presentation and discussion on the Climate Action Plan and potential for review and updating. Materials were provided by the Commission on the section of the Climate Action Plan regarding Land Use/Planning & Zoning, pages 33-34; contact information for ICLEI USA and references for information; Report on Coastal Communities Losing Ground on Climate Change Planning dated February 20, 2019 by Katie Willis in Earth/Environment, <https://phys.org>; an article from June 2007 UA research Summary No. 8: How much Might Climate Change Add to Future Costs for Public infrastructure by Peter Larsen and Scott Goldsmith and from the Journal of Environmental Planning and Management, 2019 Local scale climate change stressors and policy response: the case of Homer, Alaska by Jeff Birchall and Nicole Bennett, Department of Earth and Atmosphere Sciences, University of Alberta, Canada presented by the scheduled visitor.

### **APPROVAL OF THE AGENDA**

Chair Venuti called for a motion to approve the agenda.

BENTZ/HIGHLAND – MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **PUBLIC COMMENT**

### **RECONSIDERATION**

### **ADOPTION OF CONSENT AGENDA**

- A.** Approval of minutes of February 6, 2019
- B.** Approval of revised minutes of January 16, 2019
- C.** Time Extension Request Degarmo Subdivision No. 2

Chair Venuti requested a motion to approve the Consent Agenda.

BENTZ/HIGHLAND MOVED TO APPROVE THE CONSENT AGENDA.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **VISITORS**

### **REPORTS**

#### **A.** Staff Report 19-12, City Planner's Report

City Planner Abboud reviewed his report for the commission.

Commissioners volunteered to report at the following Council meetings:

February 25<sup>th</sup>: No one available

March 11<sup>th</sup>: Smith

March 26<sup>th</sup>: Bentz

April 8<sup>th</sup>: Bos - Tentatively

#### **B.** Green Infrastructure report from Planning Commissioner

Commissioner Bentz provided a brief update on strategy to move the topic forward and she wanted to mention they are considering cross walking the newly adopted Comprehensive Plan with the Green Infrastructure Implementation Table items with the future Police Station green infrastructure implementation and planning with the award the city received of the ADEC grant. She noted that there is definitely action going forward but no report at this time.

### **PUBLIC HEARINGS**

#### **A.** Staff Report 19-13, Request to vacate a 30' wide public access easement over a portion of Tract A, A.A. Mattox 1958 Addition

Chair Venuti introduced the item into the record and City Planner Abboud provided a synopsis of Staff Report PL 19-13 for the commission.

Chair Venuti invited the applicant to make their presentation.

The applicant was present for any questions of the Commission but did not have any formal presentation.

Chair Venuti opened the public hearing seeing no one come forward to provide comment he closed the public hearing and opened the floor to questions from the Commission.

Commissioner Highland requested clarification on the proposed dedicated pedestrian easement and if this can be made a condition.

City Planner Abboud pointed out that it will be depicted on the plat.

Chair Venuti requested a motion seeing no further questions from the commission.

BENTZ/SMITH MOVED TO ADOPT STAFF REPORT 19-13 AND APPROVE THE REQUEST TO VACATE A 30 FOOT WIDE PUBLIC ACCESS EASEMENT OVER A PORTION OF TRACT A, A.A. MATTOX 1958 ADDITION

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

#### **PLAT CONSIDERATION**

**A.** Staff Report 19-14, AA Mattox Subd. Gwen's 2019 Addn. Preliminary Plat

Chair Venuti introduced the item into the record by reading of title and requested City Planner to provide his report for the commission.

City Planner Abboud provided a review of his report on the Preliminary Plat and recommendations.

The applicant was present for questions from commission.

Chair Venuti opened the public comment period seeing no audience members coming forward to provide comment he closed the public comment period and opened the floor to questions from the commission.

Commissioner Banks requested clarification on the location of the 15" utility easement in relation to the property and if any of the drawings showed that location.

City Planner Abboud responded that it would be located where it fronted Nelson Avenue, he confirmed that it would extend to the existing right of way on Nelson to the east.

Commissioner Banks inquired if that language was descriptive enough.

City Planner Abboud responded that it complied with City Code so it was familiar.

Chair Venuti requested a motion seeing no further questions from the Commission.

HIGHLAND BENTZ - MOVED TO ADOPT STAFF REPORT 19-14 AND RECOMMEND APPROVAL OF A.A. MATTOX SUBDIVISION, GWEN'S 2019 ADDITION PRELIMINARY PLAT WITH THE FOLLOWING COMMENTS:

1. INCLUDE A PLAT NOTE STATING PROPERTY OWNER SHOULD CONTACT ARMY CORPS OF ENGINEERS PRIOR TO ANY ONSITE DEVELOPMENT OR CONSTRUCTION ACTIVITY TO OBTAIN CURRENT WETLAND DESIGNATION (IF ANY) PROPERTY OWNERS RESPONSIBLE FOR OBTAINING ALL REQUIRED LOCAL, STATE AND FEDERAL PERMITS.
2. PROVIDE A 15 FOOT UTILITY EASEMENT FRONTING NELSON AVENUE PER HCC 22.10.051(a)
3. INCLUDE A PLAT NOTE STATING DEVELOPMENT ON THESE LOTS IS SUBJECT TO HOMER CITY CODE

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

**B. Staff Report 19-15, Oscar Munson No. 25 Preliminary Plat**

Chair Venuti introduced the item by reading of title into the record.

City Planner Abboud review Staff report 19-15 for the Commission. He noted that it was very standard and met all requirements in city code. He noted the required plat notes on the flood plain and section line easement.

The applicant did not have a presentation.

Chair Venuti opened the public comment period seeing no audience members coming forward to provide comment he closed the public comment period and opened the floor to questions from the commission.

There were no questions from the commission on the application.

BENTZ/BANKS MOVED TO ADOPT STAFF REPORT 19-15 AND RECOMMEND APPROVAL OF OSCAR MUNSON NO. 25 PRELIMINARY PLAT WITH THE FOLLOWING COMMENTS:

1. ADD A PLAT NOTE ABOUT THE FLOOD PLAIN: "KACHEMAK BAY AND BELUGA SLOUGH ARE SUBJECT TO A 1PERCENT-ANNUAL-CHANCE FLOODPLAIN AS IDENTIFIED BY THE FEMA FLOOD INSURANCE STUDY DATED OCTOBER 20, 2016, 02122CV001B. PROPERTY OWNER SHOULD CONTACT THE CITY OF HOMER PRIOR TO ANY DEVELOPMENT ACTIVITY."



2. ADD A PLAT NOTE CONCERNING THE HOME LOCATED IN THE SECTION LINE EASEMENT. SAMPLE LANGUAGE COULD INCLUDE THE FOLLOWING STATEMENT: ACCEPTANCE OF THIS PLAT DOES NOT SIGNIFY ACCEPTANCE OF ANY NONCONFORMING STRUCTURES. THE BOROUGH CAN PROVIDE GUIDANCE ON THE WORDING

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **PENDING BUSINESS**

**A.** Staff Report 19-16, Review of conditionally permitted uses

Chair Venuti read the title into the record and gave the floor to City Planner Abboud.

City Planner Abboud reviewed Staff Report 19-16 for the commission. He made the following points:

- The spreadsheets are wonderful tools, they are not exact, check the code book
- Asterisk represent a variation in conditions
- Gain and loss of requiring infrastructure versus letting owners build multiple dwellings along with platting
- Allowing more density would be responsive to the Climate Action Plan
  - o Would require rezoning areas served by water and sewer
  - o Digression on the issue of reducing conditional use permits
- Lighting standards and Dumpster Screenings changes to city code that would capture the necessity of those requirements
- Requirements to review the CDM is difficult since it wanders, inconsistency and requires some work
  - o Review of the lighting requirements between City Code and the CDM

Chair Venuti commented on property owner's installation of lighting fixtures that impact neighbors and they are not aware of how much the light may impact their neighbors.

City Planner Abboud responded that there is plenty to chase around on the situation with lights in Homer and they could try to address this but it is challenging since they are being directed to address other things.

Commissioner Smith inquired about mercury light fixtures owned by Home Electric Association is the same standard applied.

City Planner Abboud responded that he would divide everything up on property owners; they cannot rule on lighting in the right of ways. He would hope that those lights get replaced since they are inefficient and old. He stated that they could speak to HEA. Property owners are charged and it would be nice to see if they could usher in a change.

Commissioner Smith commented that maybe with the work on the Climate Action Plan they can encourage HEA to make some updates.

Chair Venuti inquired that with the intent to reduce CUP and in review of the table which issues stand out to the staff.

City Planner Abboud did not make a recommendation since they all come with caveats; and the question remains on where should lines should be drawn.

Further points and comments were made on the following:

- the request to reduce the conditional use permit applications were in order to reduce the potential for litigation
- It was noted that two considerations that most CUP's were issued were for the more than one structure and more than 8000 square feet and if it okay to be larger than 8000 sf how much larger do they allow
- Addressing more than two in the commercial district
- Previous applications not being developed and constructed as presented
- Foundations in the correct location on the property, conditionally approving the project then inspect before fully approving the application
- Following up on applications and enforcement of regulations
- Requiring asbuilts
- Majority of litigation occurred on the applications resulting in reduction of the setbacks in the Central Business District

Further discussion and comments ensued on including code changes to eliminate the lighting standards and dumpster screening as a recommendation to reduce CUP's; the majority of the commissioners were hesitant in making changes that would reduce the number of Conditional Use Permits that would come before them; buildings and or parking encroaching into right of ways and using Pioneer Avenue as an example if they continue allowing the pattern to continue could cause some issues in the future; following up immediately on projects when it is found that they are not following the conditionally approved project presented to the commission; getting it right in the front end of the project and not have to remediate too much in the back end; Add a condition that applicant must meeting deadlines and that they must report back to the Commission and this would remove the onus from the Planning staff.

City Planner Abboud responded that Planning Technician Brown will be addressing that issue of bringing in the surveyors now that he is back from vacation. He noted that the Planning Department can certainly enforce the regulations but with three staff it is difficult to meet all the deadlines plus conduct the extras that the public, administration and commission desire.

Chair Venuti inquired if they are able to apply conditions that are not in code.

City Planner Abboud responded that it is preferred that conditions applied should be in code because otherwise you would be catching people unaware since they follow what is outlined in code.

A discussion ensued then on recommendations and suggestions on green infrastructure such as an informational pamphlet so that the applicant is aware of certain goals of the Planning Department and the applicant then will not be caught unaware.

Chair Venuti called for a recess at 7:49 p.m. The meeting was called back to order at 7:54 p.m.

Commissioner Bentz commented that there was a distinct difference between code changes and best practice educational materials and the previous comment made on adding additional conditions she believed that if it is not explicitly defined then the applicant would not have the fore knowledge that it may be required. All the supplemental information provided is just that – information; especially if the applicant is just hitting the check boxes. Whatever the commission recommends should be in code so that it does not create contention and failure. She further believed that they should continue the audit of the code for green infrastructure is the direction that they should go so they can make specific code changes and conditions that could apply to permit applications.

Commissioner Smith agreed with Commissioner Bentz and stated that they should codify everything and also include recommendations from surveyors and heavy equipment operators in regards to assisting with the decision processes.

## **NEW BUSINESS**

### **INFORMATIONAL MATERIALS**

A. City Manager's Report for the February 11, 2019 Homer City Council meeting

### **COMMENTS OF THE AUDIENCE**

### **COMMENTS OF THE STAFF**

City Planner Abboud reported receiving an email that missed his Planner's report. This was a request from FEMA wanting more specific information on updating the code requirements from DGGS. He had mentioned some items but did not have specifics. He related that they would like a response by March 1<sup>st</sup>.

Commissioner Bentz requested clarification on what FEMA wanted.

City Planner Abboud responded that they wanted action.

Commissioner Bentz then stated that City Planner Abboud could provide them in his response a description on the approach by which they would take to incorporating it so he could respond that once information was received DGGS will be invited to present a worksession to the

Commission so the Commission can understand the new information on how the code, the Bluff Setback ordinance, potentially moving from a geometric description to a mechanistic description for coastal bluff setbacks. She went on to explain that currently they rise over run but it does not take in to count high wave energy, or bluff collapse verses a slow erosion or things like that. She believed that it was information like that to initially spark the conversation on evaluating whether the city code was useful in evaluating whether the setbacks were appropriate for new development.

City Planner Abboud may contact her later but sounded good to him.

### **COMMENTS OF THE COMMISSION**

Commissioner Highland wanted to include aesthetics when they start addressing the green infrastructure, her goal when she came on the commission was to make Homer more aesthetically pleasing. She commented that they may be one of the ugliest little towns with the most beautiful views. She suggested having Nancy Hillstrand show the pictures that she has taken of Homer from a business person perspective. She believed that this will help aid them in directing how they want Homer to go. She would like to start a discussion on some of the points that Alan Parks mentioned.

Commissioner Bentz appreciated the conversation at the worksession today on the Climate Action Plan to get that historical perspective and learn why the 2007 plan was focused on mitigation. It was really data driven in that they had information about what they could do to mitigate the City's impact on climate change as well as save money. She believe the conversation was turning now toward adaptation as they are seeing the effects and she felt that the presenter outlined some ideas that could be implemented in their day to day jobs on the Planning Commission. She believed that the city is already doing a lot to mitigate and adapt to climate change, noting one thing that the City Manager included in her report on a new project with entering into the carbon market with the Bridge Creek Watershed, not only is this an adaptation to protecting our water sources in a changing climate but it is also mitigation in that they are buying into a carbon market to get incentivized for conserving land, the city will receive funds for further protection of water resources through the carbon project and so with the conversation moving on, the science has moved on too. She agreed that the city can't do it alone and that partnerships with adaptation planning going forward would be the next steps to start.

Commissioner Smith stated that he also appreciated Mr. Parks' presentation at the worksession. It helped him wrap his mind around the transportation plan and start thinking of how to alleviate some of the traffic flow right through the middle of town on Pioneer and Lake, other than Kachemak Drive, to get out to the east end. If they do not start looking more long term they are probably going to get strangled out pretty soon.

Commissioner Banks thanked the staff for scheduling the worksession. He believed that it presented some good ideas. He was not sure if they wanted to start work on this topic before they

finished the work on the CUPs. He believed that they need to review the two pages and forward a recommendation to Council similar to their previous action. He believed there was language in there to use the permitting process to implement. It may not be in city code but it is an adopted document so he believed that they can leverage that to make some changes in the CUP process to encourage reducing greenhouse gases with development perhaps with incentives.

Chair Venuti commented that it was an interested meeting.

**ADJOURN**

There being no further business to come before the Commission, the meeting adjourned at 8:16 p.m. The next regular meeting is scheduled for Wednesday, March 6, 2019 at 6:30 p.m. in the City Hall Cowles Council Chambers. There is a worksession scheduled at 5:30 p.m. prior to the meeting.

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RENEE KRAUSE, MMC, DEPUTY CITY CLERK

Approved: \_\_\_\_\_





# City of Homer

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

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

[Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)

(p) 907-235-3106

(f) 907-235-3118

TO: Homer Advisory Planning Commission  
FROM: Rick Abboud, City Planner AICP  
DATE: March 6, 2019  
SUBJECT: Staff report PL 19-17, City Planner's Report

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### City Council –

2.25.19

**Memorandum 19-027** from Planning Re: Providing Further Direction Homer Area Transportation Plan Update. Recommend Approval.

**Presentation** Wayfinding and Streetscapes – EDC. Attached below.

**Ordinance 19-09**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a \$100,000 Service Extension Fees and Authorizing the Extension of City of Homer Water Services to Lot 2B, Puffin Acres Milepost 3, East End Road in Kachemak City. Mayor. Introduction February 11, 2019, Public Hearing and Second Reading February 25, 2019.

There were no public comments.

POSTPONED to March 11th.

**Ordinance 19-07(S-3)**, An Ordinance of the City Council of Homer, Alaska Amending the FY 2019 Capital Budget by Appropriating FY2019 Community Assistance in the Amount of \$177,172.05 from the Police Station Fund and \$7,827.95 from the General Fund to Homer Foundation for City of Homer Grants Related to Addiction Prevention, Treatment, Harm Reduction, and Recovery; and Set Free Alaska for the Purpose of to aid the Construction of a Residential and Out-Patient Addiction Treatment Center in Homer. Aderhold/Venuti/Smith/Erickson

There were 12 who commented.

INTRODUCED 19-07(S-3) and postponed as amended to Public Hearing on March 11th with discussion.

**Resolution 19-007**, A Resolution of the City Council of Homer, Alaska, Establishing a Transportation Advisory Task Force with the Expressed Purpose of Advising the Advisory Planning Commission on the Homer Area Transportation Plan. Erickson.

FAILED for lack of a motion.

### **Commission Training**

Administration is planning an Open Meeting Act Brown Bag Lunch to be held tentatively on Tuesday, March 12<sup>th</sup> from noon to 1pm. The City Clerk's Office will notify commissioners once everything is confirmed.

### **Staff**

I plan to take some vacation time and attend the National Planning Conference. I will be out of the office April 2<sup>nd</sup> through April 17<sup>th</sup>. Travis recently took some time off, but is back in the office.

### **Appeal**

I have filed a reply brief concerning the appeal of CUP 18-09/19-01 for the Medical Office. Oral arguments are scheduled to take place March 6<sup>th</sup> at 10:00 am.

### **WORKLIST**

Worklist items and summaries below.

### **CUP reduction**

On agenda

### **Site plan requirements/permit follow-up**

On agenda

### **Natural Hazards/Green Infrastructure/Coastal Bluff Definition**

Syverine and Mandy do not have a written report for the Commission at this time.

I have provided additional information for the application regarding Coastal Bluff Hazards and code development. Attached below.

If the summary is approved, a full application will be developed by DGGS.

### **Climate Action Plan**

Future pending business. The Commission may want to provide direction.

### **Medical District**

We now have a new Comprehensive Plan and we also have an active appeal of CUP 18-09 in the area identified in the plan for development of a medical district. We will hold off on code development until we have a conclusion of the appeal.

### **Transportation Plan**

Council approved a memo (see attached) and failed the resolution calling for another transportation committee. We will now need to get a proposed budget authorized.



**City Council report sign up**

3.11.19 Scott

3.26.19 (Tuesday) Syverine

4.8.19

4.22.19

**Attachments**

Memo 19-027

2.25.19 Council presentation on Wayfinding and Streetscapes

DGGS email





## Memorandum 19-027

TO: MAYOR CASTNER AND HOMER CITY COUNCIL

FROM: COUNCILMEMBERS ERICKSON, VENUTI, AND LORD

DATE: FEBRUARY 15, 2019

SUBJECT: PRIORITIES FOR TRANSPORTATION PLAN REVISION

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The current Transportation Plan is showing its age and the citizens of Homer could benefit from an update. A successful plan needs to address the concerns of a wide array of users.

A robust effort needs to be made to ensure participation of the various user groups. These efforts should be made apparent in the creation of a successful work plan. This should be called out in the crafting of the RFP and the scoring of the responses. A successful response should include a work plan that best displays the efforts to reach out to the user groups and incorporate concepts that enhance the economic interests of Homer and the surrounding lands.

In addition to being responsive to the concerns of user groups and economic impact, consideration must be given to the unique terrain and climate of our hillside community including slopes, drainages, snow and ice.

I would like to direct the Planning Commission and administration to ensure that an update the plan gives all due consideration to the non-exhaustive list of concerns below:

- Multi-modal connectivity throughout Homer and the region beyond
- Freight movement
- A robust community involvement process
- Terrain and weather
- Tourist travel
- Natural hazards
- Drainage
- Walkability
- Safety
- Non-motorized transportation
- Way finding
- Street scape
- Project funding

### **Recommendation**

Discuss and forward to the Planning Commission and administration.





# A Wayfinding- Streetscape Plan for Homer

FEBRUARY 25, 2019 | ECONOMIC DEVELOPMENT COMMISSION  
REPORT TO HOMER CITY COUNCIL

## Responds to BR&E

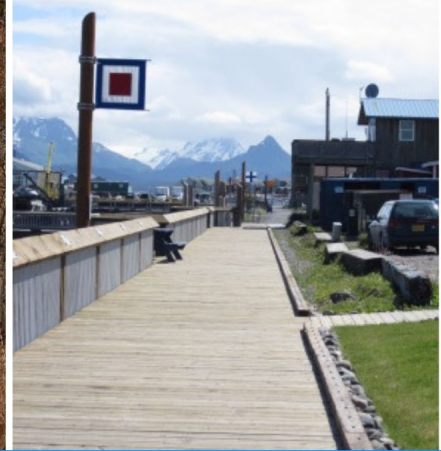
HOW TO IMPROVE BUSINESS ENVIRONMENT/QUALITY OF LIFE?

- Beautification improvements, particularly Pioneer Avenue/Central Business District
- Greenspace/Walkability



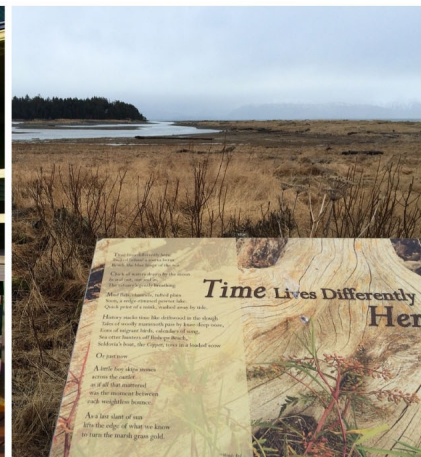
# WHAT IS WAYFINDING?

MORE THAN JUST SIGNS



ART OF USING LANDMARKS, SIGNAGE AND PATHWAYS TO HELP PEOPLE NAVIGATE AND EXPERIENCE A PLACE

# WHAT IS STREETScape?



AMENITIES THAT PROMOTE SAFETY, COMFORT & AN INTEREST IN EXPLORING HOMER BY FOOT.



## What would a plan do?

### Design a modest wayfinding system to



- Orient visitors at Homer's gateways
- Provide continuity of vehicle directional signage at route decision points
- Assist pedestrians navigating Pioneer Avenue and trail/sidewalk systems in CBD
- Delineate tsunami evacuation routes/safe zones as necessary
- Keep signage "clutter" to a minimum.



## What would a plan do?

### Guide future city purchases and placements of

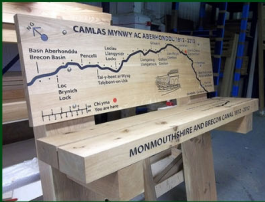
- realistic streetscape/public space enhancements on Pioneer Avenue and along routes to points of interest in the CBD
- bench/trash receptacle specs & locations
- pocket parks
- banners
- plant lists
- safety features



## What would a plan do?

### Provide a vision to encourage State and private business support for

- placement of wayfinding signs, pedestrian crosswalks and decorative hardscapes in State ROWs
- hosting pocket parks or bench locations
- complimentary sign design



**The City's commitment to economic development can leverage private partnership investments**



## Economic Benefits

Helps Homer compete for business patronage from tourists and locals who have a level of expectations on "place." How?



**1. Cohesive, thoughtful design that reflects Homer's creative character contributes to Homer's reputation as an attractive arts and outdoor recreation destination.**



**2. Wayfinding improves pedestrian understanding of Homer's commercial districts, how they connect, our landmarks and amenities,**

**increasing opportunities for people to find and visit our local, small businesses.**



3. Vibrant street environments draw locals and visitors out of their cars and give shoppers an engaging, one-of-a-kind experience that clicking on a screen can't match.



## Economic Benefits

Wayfinding-streetscape amenities invests in quality of life and helps attract new residents and repeat visitors by responding to changing demographic and economic trends:

- safe, pleasant non-motorized travel options
- unique travel experience

Supports our local businesses: According to the SBA, for every \$100 spent at a local business, roughly \$68 stays to recirculate in our local economy . That equates to local jobs and sustainability for the local businesses we enjoy frequenting in our community.

Local tax revenues provide funding for road maintenance, public safety, parks, trails and our library.



# Consistent with City Plans Community Support

Homer Comprehensive Plan  
Goal 1 & Economic Vitality Chapter Goal 1

Homer Spit Comprehensive Plan  
Goal 2.5

Policy 3 Recommendation - Homer Non-Motorized Transportation & Trail Plan

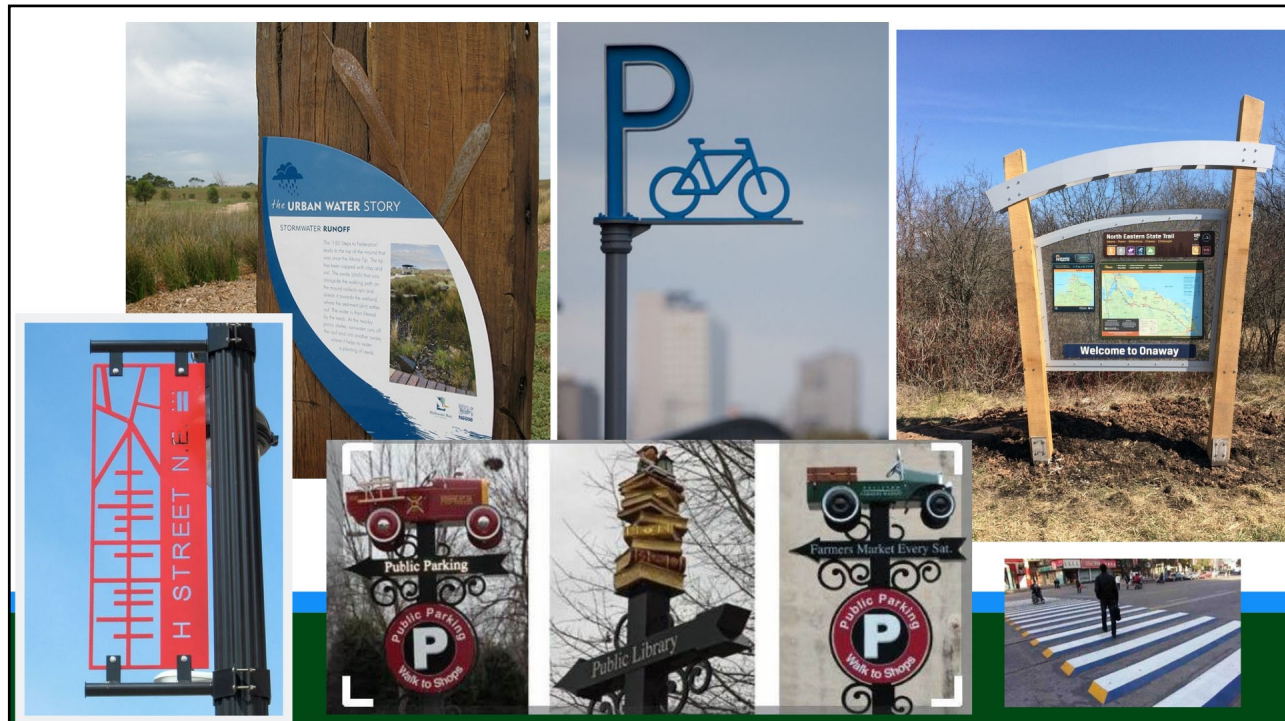
Community Support letters included in supplemental packet



WHAT WE HAVE NOW







# EDC Recommendation

Support work on a new multi-modal transportation plan for the City of Homer, in which Wayfinding-Streetscape is included as an integral component.

This recognizes the complimentary, interconnected nature of motorized and non-motorized modes of travel to support quality of life and economic development.

**ACTIONAGENDA**  
**Worksession**  
**Committee of the Whole**  
**Regular Meeting**  
**February 25, 2019**

- A. Presentation on Wayfinding and Streetscapes – Economic Development Advisory Commission (10 minutes)

Karin Marks, Economic Development Advisory Commission Chair and Jeffery Johnson, Economic Development Advisory Commissioner, presented to Council. They explained the Commission has been working on a Wayfinding and Streetscape Plan for Homer in response to the Business Retention and Expansion survey the Commission completed last year. Respondents to the survey indicated that beautification improvements, particularly on Pioneer Avenue and the Central Business Districts (CBD), and greenspace and walkability are ways to improve both the business environment and quality of life in Homer.

Wayfinding is using landmarks, signage, and pathways to help navigate and experiences a place, and Streetscapes are amenities that promote safety, comfort and an interest in exploring an area on foot. A Wayfinding and Streetscape Plan would identify a system to help orient visitors and assist them in moving around Pioneer Avenue and the CBD using effective signage and land marks, and also increase safety by clearly identifying tsunami evacuation routes and safe zones. The plan will assist in guiding future purchasing and placement of streetscape and public space enhancements along routes and points of interest, and provide a vision to encourage State and private business in areas like placement of wayfinding signs and hosting parks or bench locations.

Mrs. Marks and Mr. Johnson addressed how Homer can benefit and compete for business patronage from tourists and locals through cohesive and thoughtful design, vibrant street environments, and wayfinding improvements to help pedestrians connect our landmarks and amenities. They identified economic benefits that include attracting new and repeat visitors by responding to changing demographic and economic trends, support for local businesses, and local tax revenues. They showed pictures of what we have in the area now, including varying signage and sign clutter, and pictures of creative signage from other communities. The EDC recommendation to City Council is to support their work on a new multi-modal Transportation Plan in which wayfinding-streetscape is included an integral component. If it is not included as part of an update to the Transportation Plan, the EDC recommends City Council consider ways to develop a stand-alone Streetscape-Wayfinding Plan.

**From:** Overbeck, Jacquelyn R (DNR) <jacquelyn.overbeck@alaska.gov>  
**Sent:** Friday, February 22, 2019 2:44 PM  
**To:** Rick Abboud  
**Subject:** Re: update on DGGs-FEMA bluff stability project

Rick,

Thank you for taking this project to the Planning Commission. I am going to submit the email you sent me to FEMA in follow up to their request, and I think it will fulfill their needs. I will let you know when I hear back from them, and if the project is selected for funding or not. FEMA will be meeting in March to discuss which projects they will fund.

thanks again!

Jaci

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**From:** Rick Abboud <[RAbboud@ci.homer.ak.us](mailto:RAbboud@ci.homer.ak.us)>  
**Sent:** Friday, February 22, 2019 2:26 PM  
**To:** Overbeck, Jacquelyn R (DNR)  
**Subject:** RE: update on DGGs-FEMA bluff stability project

Jaci,

I had a chance to talk to the Planning Commission about this opportunity. We are certainly willing to undertake the process of reviewing the data and proposing code. One item that the Commission wished to work on was the development of a mechanistic definition for coastal bluffs to replace the geometric definition which is in the current code. We have found that the geometric definition does not provide the best method to apply the intent of the commission.

Further study of the bluff morphology will help the Commission to more fully understanding the inherent risks adjacent to the bluff and update regulations in consideration of data. Ideally, DGGs can assist in a kick off meeting that will be the start of a public process for updating the code. The time it may take to update the code depends on the reception of the public to proposed draft code. It is

certainly something the Commission would continue to work with after the data is presented and recommendations are provided. I would estimate that a draft ordinance would be provided to the City Council within a few months of the kick off.

The Commission is motivated to learn more about bluff stability and propose code that appropriately addresses the the risks to life and property.

Sincerely,

Rick

**RICK ABBOUD, AICP**

City Planner  
491 E Pioneer Ave  
Homer, AK 99603  
(o) 907-235-3106  
(f) 907-235-3118

---

**From:** Overbeck, Jacquelyn R (DNR) <[jacquelyn.overbeck@alaska.gov](mailto:jacquelyn.overbeck@alaska.gov)>

**Sent:** Friday, February 15, 2019 1:05 PM

**To:** Rick Abboud <[RAbboud@ci.homer.ak.us](mailto:RAbboud@ci.homer.ak.us)>

**Cc:** Stevens, Deanne S P (DNR) <[deanne.stevens@alaska.gov](mailto:deanne.stevens@alaska.gov)>

**Subject:** update on DGGs-FEMA bluff stability project

Hello Rick,

We have heard back from FEMA in regard to the coastal bluff stability project we proposed. We had a meeting to provide clarifications to the executive summary. What FEMA would like to see is more specific information in regard to updating the city code with recommendations from DGGs. When we initially talked there wasn't time to bring this matter to the planning commission, so it is understandable that the language was not included in your email. Have you had a chance to bring up this potential project to the planning commission? Is there interest to update the city code if data-driven recommendations are made? Ideally, in addition to the information you provided in your initial email, FEMA would like to know that the city or planning commission will pursue updating the code, and they would be interested to know a timeline for doing so. There will be an opportunity for DGGs to assist with a public meeting near the end of the FEMA project (July-ish 2021), which could potentially be a kick-off for community relations regarding an update to the code.

Let me know your thoughts and limitations. FEMA would like to hear back by March 1, but can extend their deadline if that is not reasonable for any discussions that might need to take place with the planning commission.

Thank you for your support and patience through this process! Please let me know if you have any questions,

Jaci





# City of Homer

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## Planning

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### Staff Report PL 19-18

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Travis Brown, Planning Technician  
DATE: March 6, 2019  
SUBJECT: City Permitting Process

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#### Introduction

At the February 6 planning commission meeting, I presented to the commission and we reviewed current zoning permit requirements and procedures. The commission expressed concerns with the lack of a verification procedure for building locations and a desire to have a better understanding of when & where site plan/site development requirements are triggered. The commission expressed a desire to hear from local professionals, research how other communities deal with the accuracy of building locations, and work with staff to propose practical changes to Title 21 that will ensure projects comply with zoning regulations.

#### Verifying Building Location

Some commissioners expressed concern over the lack of a City verification procedure for building locations, particularly when buildings are near required setbacks. It is believed that the public assumes significant and avoidable risk by leaving it up to property owners or contractors to build structures in the right location. The commission would like to identify practical and effective permitting requirements that will ensure new structures are built precisely in the approved location.

The commission has asked staff to research the procedures of other municipalities and report findings back to the commission. The commission would also like to speak with local professionals including surveyors, general contractors, and earthwork contractors, in order to gain an understanding of current practices. Additionally, staff proposes to develop a report of the various permitting requirement triggers and propose discussion points for possible code changes.

#### CUP Follow-Up

Another interest of the commission is to ensure that approved CUP projects comply with the terms of their CUP. Currently, staff uses the same procedures as zoning permit follow-up consisting of a site visit that compares the site improvements to the site plan and conditions

of the CUP. Deficiencies are noted in the field and staff follows the enforcement procedures laid out in HCC 21.90. Enforcement orders are appealable to the Planning Commission.

### **Staff Recommendations**

For March/April meetings:

- Staff work with Tom and Scott to schedule surveyors, contractors, earthwork contractors
- Staff work with Tom and Scott to review permitting processes in other Alaska municipalities and report to the commission
- Staff produce a staff report outlining current permitting requirement triggers and possible areas of improvement



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## Planning

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### Staff Report PL 19-19

TO: Homer Advisory Planning Commission  
FROM: Rick Abboud, City Planner AICP  
DATE: March 6, 2019  
SUBJECT: Review of “more than one” conditionally permitted uses

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**Introduction** We created tables and have taken note of the districts, types of CUP’s, and conditions applied to those approved. Generally, we have found that most types of CUP’s benefit from the additional involvement of the public, Planning Commission, and the application process.

We have found that most CUP’s are unique and conditions and proposals may vary greatly. Additionally, many CUP’s have multiple ‘triggers’. Due to these facts, we find it unlikely that we could simply address an item or two that might make a significant dent in the amount of applications that are processed annually.

While we were taking an in-depth review of code, we have identified some opportunity to address some CUP scenarios in some specific districts.

**Analysis** The Commission asked for some language to address the standard conditions of lighting and dumpster screening that is commonly a condition of the popular ‘more than one’ CUP’s. My suggestion is for the development of code that addresses lighting standards in the UR and RR districts that apply to a lot that supports 3 or more dwelling units.

The lighting standards amendment fits into the code fairly well. We can add language to UR and RR,

#### 21.1X.090 Lighting standards.

The level one lighting standards of HCC 21.59.030 apply to all developments that support 3 or more dwelling units on a lot.

Screening requirements for dumpsters is a bit more complicated and will require input from the attorneys. My concept involves adding language to 21.50.020, Site Development Standards. I believe we could add a subsections in level 1 and level 2 standards (we need both because the standards are not cumulative) or possibly, with attorney input, we could add a section labeled screening. An example is provided for discussion.

HCC 21.50.020 (e) Screening. All development activity shall conform to the following:

1. *The use of a dumpster is allowed when the dumpster is screened on 3 sides by a 6 foot tall fence.*

It may be useful to get some practical input on this item from someone experienced with servicing dumpsters. Perhaps some sort of situational concerns might be appropriate. An exception could be crafted for dumpsters that are not visible from the street. This also introduces a myriad number of nonconforming concerns of those currently not screening dumpsters.

Another idea is that we could add language to the multi-family requirements. In this scenario, the heavier commercial districts are not included and it would not reach nonresidential developments.

So far, this does not address the motivation for which the commission was tasked, consideration for CUP reduction. I plan to bring my spreadsheet to the meeting for display on the screen. When I sort the CUP information you can see the difficulty in any particular proposal to eliminate any significant amount of CUP's and perhaps that is our answer to reviewing the possible reduction in CUP's that we have experienced. We could head in a bit of a different direction in addressing some triggers that might encourage economic development or those that might be 'more business friendly'.

EEMU and MI permits 'more than one' which do not require a CUP until exceeding 8000/30% in EEMU and 8000/70% in MI. I would like to have a conversation about the prospect of permitting more than one structure in the commercial districts. It seems that eliminating this as a CUP requirement in GC2 is not very controversial. What is thought of the prospect for GC1 and then CBD? Are we willing to consider building areas greater than 8000 (remember this is not building square footage, but only refers to the footprint) and over 30% of the lot area. For a conversation starting point, I suggest considering 15,000 and 40%. Once a retail business is over 15,000, large retail standards are triggered (note: this is a separate subject that deserves a conversation).

Considerations for elimination of 'more than one' include application of the Design Manual (in general, another subject worthy of greater discussion) which is triggered in CBD by CUP's. This is not an issue in GC1 or GC2. I do believe that we would enhance Homer's business opportunities if 'more than one' is permitted and dimensional requirement are loosened.

### **Staff Recommendation**

Discuss possible steps forward.



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### Staff Report PL 19-20

TO: Homer Advisory Planning Commission  
FROM: Rick Abboud, City Planner  
DATE: March 6, 2019  
SUBJECT: Review of height restrictions

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**Introduction** We have been asked to look into regulations regarding the calculation of the maximum height of a structure when subjected to a flood elevation requirement. We have scheduled Robert Purcell to speak of the regulatory consequences of height restrictions.

**Analysis** While we were tasked in a specific manner to address one issue, there are other scenarios we should evaluate. One being the general definition of the measurement of height, regardless if located on land that is subject to elevation requirements.

Current code:

*“Building height” is the vertical distance from grade to the maximum point of measurement of the building, measured according to HCC 21.05.030.*

Another issue is about height in general. How would a greater or lower height allowance effect health, safety, and welfare?

These are just some subjects that come to mind in height conversation.

### Staff Recommendation

Discuss possible steps forward.

### Attachments:

Purcell email excerpt

Memo 19-016



Good Morning Travis,

There has been a change to the Insurance Services Office (ISO) Fire Suppression Rating Schedule (FSRS). In the past, the ISO addressed buildings 3 stories or 35 feet in height overall. The new standard is buildings 3 stories or 32 feet or more in height (ground to eaves)". The issue is access to the roof, so measuring to the roof eaves is a better standard and allows more flexibility in roof design. The 3 stories standard is unchanged and it is the number of 3 story buildings in the City of Homer that is principally responsible for the need for a Ladder Company.

This is the new standard taken directly from the FSRS :

NUMBER OF NEEDED LADDER COMPANIES (NL): Individual ladder/service response areas with at least 5 buildings of 3 stories or 32 feet or more in height (ground to eaves) or with at least 5 buildings that have a Needed Fire Flow greater than 3,500 gpm or with at least 5 buildings meeting any combination of those criteria must have a ladder company.

When no individual response area needs a ladder company, the fire protection area needs at least 1 ladder company if buildings in the fire protection area meet the criteria above

A Ladder Company is an aerial apparatus (ladder truck) and its crew. Homer does not have a ladder company although we have far exceeded the 5 buildings meeting the criteria above. Nor do we have a fire station that can house an aerial apparatus due to the overall height of the apparatus. The issue is that it is difficult to impossible to effectively fire fires in buildings 3 stories or more or over 32' at the eaves without an aerial apparatus by using ground ladders. As a result, these structures are at a much higher risk if a fire breaks out, as are any occupants in the upper parts of the structure. This will usually result in higher insurance rates for these structures and because the community is effectively penalized with a lower ISO Rating due to the lack of a Ladder Company, the rates of the broader insurance market may also be negatively impacted with higher rates, principally on commercial properties. This is intended to create an incentive for the community to meet its full fire protection needs. The risk can and should be mitigated by requiring all buildings 3 stories or more or over 32' at the eaves to have a full fire sprinkler system installed.

Note: Both Kachemak Emergency Services and Anchor Point have aerial apparatus. We have mutual aid with both. However, because we are a separate fire protection area (note the ISO standard above) we do not receive credit for their apparatus and the response time is excessive so they would be of very limited use in most cases.

Recommendation:

Because the number of buildings in the City of Homer that already exceed the height standard or are 3 stories in height, the height limitation on new construction based on controlling community insurance rates is no longer relevant to the communities ISO rating. From fire and life safety perspective, it remains very relevant. The City of Homer Code should require all new construction 3 stories or more or over 32' at the eaves to have full fire sprinkler systems installed.

If you wish to include this text in the materials you will send out, please feel free to do so.

Robert Purcell

Interim Fire Chief

Homer Vol Fire Dept

907-435-7974

[rpurcell@ci.homer.ak.us](mailto:rpurcell@ci.homer.ak.us)







## Memorandum 19-016

TO: HOMER ADVISORY PLANNING COMMISSION  
FROM: COUNCILMEMBERS SMITH AND ERICKSON  
THROUGH: HOMER CITY COUNCIL  
DATE: JANUARY 28, 2019  
SUBJECT: PLANNING COMMISSION REVIEW OF REGULATORY REQUIREMENT FOR FLOOD  
ELEVATION ON HOMER SPIT

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It has come to our attention that structures subject to increasing regulatory requirements for flood elevation may become noncompliant with height requirements due to circumstances out of their control.

**Homer's participation in** Federal Emergency Management Association (FEMA) Flood Insurance Program requires that new and rebuilt structures must elevate the bottom floor. This elevation is subject to change and is subject to increases in the future. **Compliance with FEMA's Flood Insurance Program** is critical for area wide insurance ratings and eligibility for FEMA funding.

The purpose of this memo is to request that the Planning Commission review the topic and consider a height allowance based on FEMA elevation requirements and prepare a draft Ordinance for review by City Council.





## City of Homer

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## Memorandum

TO: Mayor Castner and Homer City Council  
FROM: Katie Koester, City Manager  
DATE: February 22, 2019  
SUBJECT: February 25 Council Meeting

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### AML Trip Report

I returned Thursday, February 21<sup>st</sup> from a whirlwind trip to Juneau with Councilmembers Lord, Smith and Aderhold. There was plenty to talk about with the release of Governor Dunleavy's budget just days before the congregation of municipal leaders from across Alaska arrived in Juneau for AML's legislative fly-in. The proposed cuts will have catastrophic impacts to municipalities around the state, not to mention the University, ferry system, and a multitude of yet unknown statewide impacts. Legislative Budget and Audit was scheduled to have an overview to present to us, but at the time of the conference, they did not have enough information to adequately determine the impacts. From what I can glean thus far, the direct effects of the proposed cuts on the City of Homer budget are listed below. However, that does not mean other items that will impact Homer won't get put on the table either by the Legislature, proposed in subsequent years, or implemented by the Borough as they struggle with funding cuts. We will need to be watching closely and stay engaged.

### **Direct Financial Impact to City of Homer Regarding Proposed Cuts (as of 2-22-19):** Up to \$249,510 (including Community Assistance)

- Community Assistance: the future of this program is unclear; it has not been eliminated but the funding was rolled into the General Fund. We received \$177,000 in Community Assistance in 2019.
- Shared Fisheries Tax. The Governor has proposed diverting all of this funding to General Fund (right now it is split between the State and municipalities where fish is processed based on poundage, a formula we have long argued against). The Enterprise Fund received \$62,000 last year in fisheries tax.
- Oil and Gas Property Tax. The Governor has proposed legislation that diverts all property tax revenue on oil and gas to the state. Last year the City of Homer budget included \$10,510 in oil and gas property tax.

The indirect long term impacts and general uncertainty will far outweigh the direct impacts for 2019. Changes to oil and gas property tax, education funding, and school debt bond reimbursement leave a large hole in the Kenai Peninsula Borough budget. Not only will this impact the Borough's ability to provide services like education, they will also be looking to make up that revenue in new taxes or cuts that we cannot anticipate. Impacts to our overall economy will be significant; under the Governor's proposed budget, the mere existence of the Kachemak Bay Campus is uncertain, ferry service becomes seasonal, and untold impacts in reduced services and penny pinching here and there are bound to come.

Expect to hear from AML through this legislative session with calls to action to come down to Juneau and lobby the legislature. They have also asked for a letter enumerating the impact of the proposed cuts to municipal budgets. With your consent, I will respond to AML with the above mentioned direct impacts and follow up with something more robust that details the City of Homer position in a packet. Content for this letter can be a topic of discussion for our legislative worksession the first week of March.

### **Meetings with Delegation**

We met with Sen. Stevens and Rep. Vance on Monday and outlined the City's concerns with the proposed budget. Sen. Stevens emphasized the unprecedented nature and severity of this budget. Even with the House organizing only days before our arrival under a coalition leadership, he was uncertain the Legislature would have enough votes to override a veto from the Governor, very much giving Governor Dunleavy the upper hand in any negotiations. Rep. Vance was more optimistic the outcomes would be positive for the state in the long term and encouraged patience as the Legislative process played out. She asked for information on the impact of proposed cuts to the City, which we will share with both offices. We were able to dine with Rep. Vance and her staff on Monday night, a great opportunity for informal conversation regarding the challenges facing the state and Homer.

### **AML Sessions**

Scheduling for AML sessions was turned upside down with the proposed budget being announced only days beforehand. Much of the time was spent discussing legislative strategy and a fair amount of venting. Many communities were looking at the evaporation of much of their budget under the proposal, which made for some emotional discourse. We heard from both Senator Sullivan and Senator Murkowski on federal issues. Alaska Conference of Mayors organized a panel on how to strengthen police recruitment. An impactful takeaway I had was that the cost of an officer leaving an organization in recruitment, training, and lost efficiency ranges from \$110,000 to \$190,000. Putting a number to retention really emphasized how important it is to value our employees and provide a working environment that promotes longevity. Former Senator Ben Stevens has been hired by the Governor to address public safety concerns as a result of SB 91 and highlighted legislation the Governor has introduced to repeal some of those changes. I will include this legislation for the legislative worksession as it may be of interest to the Council.

### **Online Sales Tax**

As you know, the City of Homer has contributed to AML's efforts to work with a consultant on investigating the feasibility of creating a structure within AML (similar to AMLJIA or AMLIP) that collects and remits online sales tax. This group met for an update in Juneau from Executive Director of AML, Nils, and Larry Persily, former KPB Chief of Staff who AML has hired to work on the project. One of the first hurdles of this project will be standardizing definitions. For the City of Homer, the Kenai Peninsula Borough collects sales tax on our behalf and we adopt their code by reference. This means we need to engage through the Borough on any concerns we have with the definitions and all be on the same page. Luckily, each municipality can maintain its own exemptions and sales tax caps. AML is working on an executive summary of the process and will likely schedule a joint meeting in Anchorage in May with Finance Directors of participating communities to work out the details. Additional details that will need to be worked out include what the threshold of commerce is for a business to trigger remitting sales tax in the state and what the governance structure looks like. I encourage the City to stay engaged in this conversation as online sales tax collection could have a tremendous impact on our sales tax revenue. I will be reaching out to the Borough Finance Director to see how they plan to engage and how we can work together.

## **Agency/Department Meetings**

### United State Coast Guard

We met with USCG to solicit their help and feedback on the Large Vessel Harbor Project. I was encouraged that our meeting included engineers and planners that could advise on some of the project details, and Port and Harbor Director Hawkins was there to provide additional detail on traffic patterns and demand for moorage. However this was a rubber meets the road conversation, and the first time we asked for something tangible instead of general support and project updates. Staff was very reluctant to provide a direct letter of support for the project due to process and political constraints. We are working with them to get information on the challenges they have with their current moorage, plans for the future, and specs necessary for the Cutter class vessel, the Hickory, which we would be moving from the Pioneer Dock to the Harbor with this project. Admiral Bell also introduced the possibility that the current 110 class cutter could be replaced with a small boat station. I understand this to mean a 47' response/rescue vessel and most likely another smaller 27' range support boat.

### Department of Commerce and Economic Development

We met with Special Assistant Parady to inquire if the state plans on changing how it interprets allowable use of the commercial vessel passenger tax funds given the recent ruling on the Juneau case that restricts their head tax dollars to investments that are spent directly on the vessel. This is important to us, because we have received State and Borough approval to forward fund the Ramp 2 restroom project and want to make sure this remains an acceptable use of funds under the program. However, after talking with Juneau, there remains a lot of uncertainty over the ruling and how it might be interpreted. This is a topic we will need to be following, but it is apparent that nothing has been decided yet.

### Department of Transportation and Public Facilities

We met with DOT/PF Deputy Commissioner Siroky and Special Assistant Lessman and highlighted 3 priorities: 1) The condition of Pioneer Avenue and East Hill; 2) runoff issues in Baycrest subdivision; and 3) the need to reinforce the Homer Spit to protect against erosion and invited them to meet with City of Homer and Army Corp on the topic. I have a response to priority 1 (below), and a promise to follow up on the letter Council drafted to Commissioner MacKinon dated January 19<sup>th</sup> on drainage from the Sterling Highway and the effects it has on downhill properties. The lack of familiarity with the Homer Spit was discouraging, but we were promised some follow up to initiate the conversation and understand the process through which DOT funds projects that protect critical infrastructure such as highways.

*From Special Assistant to the Commissioner Mike Lesman:*

### Pioneer Avenue Pavement Preservation

This project is on the Dept's Tentative Advertising List:

<http://dot.alaska.gov/procurement/awp/awp-tas.cfm>. DOT&PF has every intent to advertise this project late March/early April, go through the bid process to select a contractor and then award a construction contract to that winning bidder. Until those steps are complete, a construction start date is only a guess. Our hope is the contractor can start as early as May, but Alaska's weather and the contractor's own calendar/schedule of work are both important factors.

While we don't expect any snags with this project at this point, last minute right-of-way acquisition challenges; changes to FHWA requirements; permitting changes; public and/or political opposition; and other factors can also influence the timing of road construction project scheduling in Alaska.

### East Hill Road Pavement Preservation project

Please see the attached Fact Sheet for the East Hill Road Pavement Preservation project. The project may include striping, signage, drainage improvements, dig outs, curb ramps, guardrail, lighting and utility relocation. Construction is scheduled to begin in 2020.

### East Hill Road Maintenance work

From an M&O (maintenance & operations) perspective: M&O had an emergency culvert repair / dig-out on East Hill Road that happened in December 2018. The weather didn't allow us to pave the surface and the material used has since blown out, so our crew is now using D-1 material and grading it when it gets rough. The plan is to pave that section of the road ASAP when weather allows, which will likely be late spring. Pothole patching is a continual exercise on East Hill and I'm told the crew also intends to repair damaged guardrail and do some brush cutting. Lastly, the road will be restriped this summer.

### **Meetings First Week of March**

We have a legislative worksession scheduled for the first week of March. Councilmember Smith has requested that this worksession be followed up with a joint worksession with the Kachemak City Council on Ordinance 19-09 and City of Homer water services in the area. Originally I scheduled this for Monday to be consistent, however I will be in Anchorage all day for meetings with Enstar Natural Gas to discuss Tariff filing TA301-4. If Council is ok with it, I would like to propose we schedule the Legislative worksession for 4pm on Tuesday March 5<sup>th</sup> and the Kachemak City joint session immediately following at 5pm.

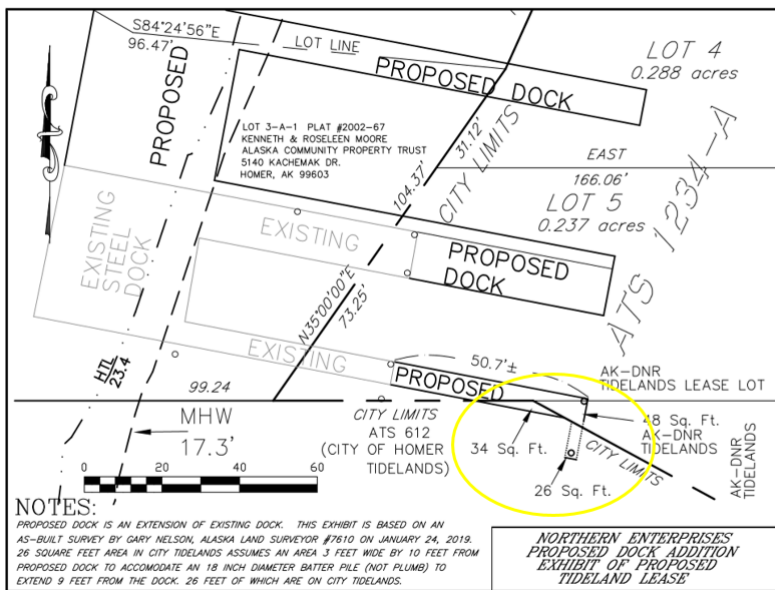
### **February 14 meeting with Bond Bank**

On February 14<sup>th</sup> Finance Director Walton and I participated in a kick off call with municipalities around the state looking to bond for capital projects this spring with the Alaska Municipal Bond Bank (AMBB). During the call AMBB asked if any municipalities wanted to reconsider issuances due to the fiscal uncertainty facing the state and their municipal budget, including debt bond reimbursement programs by the state that are unfunded in the proposed budget. The timeline for issuance of the bonds is May 1, 2019, which would also make the funds available at that date. Two payments will be due each year (interest only and interest/debt service). The interest only payment will be due each year on November 1 and the interest/debt service payment will be due each year on May 1. In 2019, we will only make one payment (interest only) in November. At the March 11<sup>th</sup> Council meeting I will be presenting you with a Resolution authorizing the City to enter into an agreement with the Bond Bank. I would like to receive Council input on the term of the bond in advance of the resolution. A municipal bond is not callable for the first 10 years, which means we cannot pay down principal until then. Any dedicated funds remitted in excess of the payment amount can be invested in an account that does not exceed the rate of return of the bond, which is not a difficult bar given our conservative investment policy. However, bonds are available in 10, 15, and 20 year increments and I am considering bonding for 15 years instead of 20 (the original time frame we considered). A 15 year bond would save the City \$700,000 in interest payments over 15 years (not taking into account what we may be earning on invested funds). If sales tax returns follow inflation trends, this will generate sufficient funds to meet the 1.2 debt service ratio Council established (see attached schedule). Nevertheless, this approach does come with increased risk, especially given the current climate of fiscal uncertainty state-wide.

### **Northern Enterprises Boat Yard, Inc. interested in leasing City tidelands**

Northern Enterprises Boat Yard, Inc. is a Homer-based corporation specializing in vessel haul out, repair, and storage. They are working on constructing a new dock capable of supporting a Marine Travel Lift

Station to haul out larger, heavier vessels and may even secure a federal grant to help with this project. The City of Homer sees this project as a great economic opportunity for the community since no travel lift station with this capacity exists in Homer. Currently, when a larger vessel needs to be hauled out, Seward, Kodiak, and King Cove are some of the nearby communities offering this service since Homer cannot. This proposed project will require Northern Enterprises Boat Yard, Inc. to use sixty square feet of City tidelands parcel ATS 612 (yellow highlighted circle below). At the March 11<sup>th</sup> City Council meeting, staff will bring before Council an ordinance and long-term lease for Northern Enterprises Boat Yard, Inc. to use sixty square feet of City tidelands. Since this proposal does not involve Homer Spit property, Port and Harbor Advisory Commission review is not required. In the meantime, the City will draft a letter to Northern Enterprises Boat Yard Inc., which will hopefully assist them in moving forward with the state DNR side of the property line.



Enc:  
 20 and 15 year Police Station Bond Scenarios  
 DOT East Hill Fact Sheet  
 Letter to Northern Enterprises Boat Yard, Inc.

**City of Homer**  
**Police Station Bond**  
**Debt Service Schedule**

20 Year Bond Option					
Period Ending	Interest Amount	Annual Bond Payment	Estimated 0.30% Sales Tax	Debt Service Ratio	
11/1/2019	106,312.36	106,312.36	539,768.00	127,574.83	
2020	209,425.00	344,425.00	542,466.84	413,310.00	
2021	204,600.00	344,600.00	545,179.17	413,520.00	
2022	198,900.00	343,900.00	547,905.07	412,680.00	
2023	192,250.00	342,250.00	550,644.60	410,700.00	
2024	184,500.00	344,500.00	553,397.82	413,400.00	
2025	176,375.00	341,375.00	556,164.81	409,650.00	
2026	167,875.00	342,875.00	558,945.63	411,450.00	
2027	158,875.00	343,875.00	561,740.36	412,650.00	
2028	149,375.00	344,375.00	564,549.06	413,250.00	
2029	139,375.00	344,375.00	567,371.81	413,250.00	
2030	128,875.00	343,875.00	570,208.67	412,650.00	
2031	117,875.00	342,875.00	573,059.71	411,450.00	
2032	106,375.00	341,375.00	575,925.01	409,650.00	
2033	94,375.00	339,375.00	578,804.63	407,250.00	
2034	81,750.00	341,750.00	581,698.66	410,100.00	
2035	68,375.00	343,375.00	584,607.15	412,050.00	
2036	54,375.00	339,375.00	587,530.18	407,250.00	
2037	39,750.00	339,750.00	590,467.84	407,700.00	
2038	24,375.00	339,375.00	593,420.18	407,250.00	
2039	8,250.00	338,250.00	596,387.28	405,900.00	
totals	2,612,237.36	6,952,237.36	11,920,242.46		

15 Year Bond Option					
Period Ending	Interest Amount	Annual Bond Payment	Estimated 0.30% Sales Tax	Debt Service Ratio	
11/1/2019	104,778.89	104,778.89	539,768.00	125,734.67	
2020	205,250.00	415,250.00	542,466.84	498,300.00	
2021	197,800.00	412,800.00	545,179.17	495,360.00	
2022	189,000.00	414,000.00	547,905.07	496,800.00	
2023	178,750.00	408,750.00	550,644.60	490,500.00	
2024	166,875.00	411,875.00	553,397.82	494,250.00	
2025	154,375.00	409,375.00	556,164.81	491,250.00	
2026	141,250.00	411,250.00	558,945.63	493,500.00	
2027	127,500.00	407,500.00	561,740.36	489,000.00	
2028	113,125.00	408,125.00	564,549.06	489,750.00	
2029	98,000.00	408,000.00	567,371.81	489,600.00	
2030	82,125.00	407,125.00	570,208.67	488,550.00	
2031	65,375.00	410,375.00	573,059.71	492,450.00	
2032	47,750.00	407,750.00	575,925.01	489,300.00	
2033	29,250.00	409,250.00	578,804.63	491,100.00	
2034	9,875.00	404,875.00	581,698.66	485,850.00	
totals	1,911,078.89	6,251,078.89	8,967,829.84		

**Chart Assumptions:**

- The estimated sales tax growth was derived by applying last year's CPI (0.5%).
- The debt service ratio was established by council to be 1.2. The column above details the dollar value that is necessary in sales tax collection each year in order for the ratio to be at 1.2.





On behalf of the crew of  
CGC NAUSHON, I extend my  
heartfelt and sincere thanks  
to the City of Homer for  
your overwhelming support over  
this Holiday season. I cannot  
express enough appreciation  
for your amazing contributions  
keeping the community informed  
and coordinating efforts to make  
Homer's hospitality known among  
our Coast Guard family. I meant  
a great deal to me and my crew!  
THANK YOU!

Your Obedient Servant  
Laddy Miller, LT  
CO, CGC NAUSHON





# FACT SHEET

## East Hill Road Pavement Preservation Project CFHWY 00297/0001600

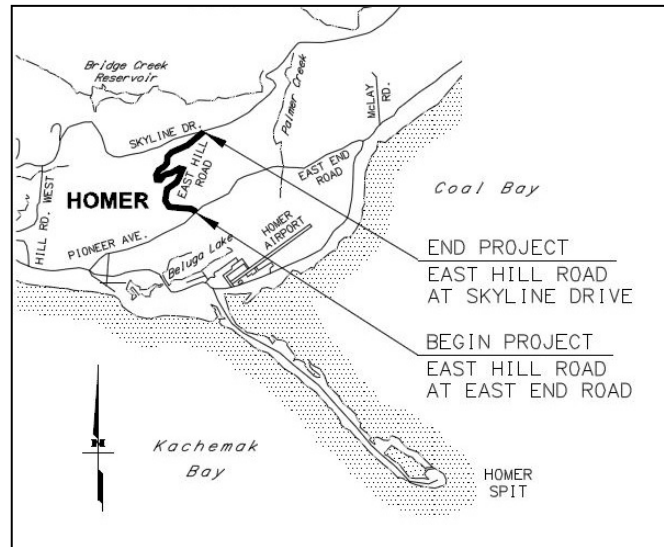
### Project Overview

The Alaska Department of Transportation & Public Facilities to mill and resurface the entire length of East Hill Road in Homer, Alaska. This project would extend the service life and improve the overall safety of the roadway.

### Project Scope

The proposed work would include:

- Resurface East Hill Road from Skyline Drive to East End Road
- Clear vegetation within ROW limits to improve visibility and safety
- Drainage improvements, including culvert replacements and ditch maintenance
- Repairing or replacing guardrail, guardrail end treatments, lighting, signage, and striping
- Upgrading existing facilities to comply with the American with Disabilities Act
- Utility relocations, as needed



### Schedule

Preliminary Engineering studies are currently being completed. Environmental, geotechnical and drainage investigations will continue over the fall and winter months of 2018. Initial Design plans are anticipated to be produced in Spring 2019. Construction for the proposed project is anticipated to begin in 2020, pending availability of funding and other factors.

### Contact Information

If you have any questions or would like to share ideas regarding the East End Road Pavement Preservation project, please contact DOT&PF at the information listed below:

**Clint Adler, P.E.**  
Alaska DOT&PF  
Project Manager  
(907) 269-0544  
clint.alder@alaska.gov

**Ryan Hammel**  
Alaska DOT&PF  
Consultant Coordinator  
(907) 269-0571  
ryan.hammel@alaska.gov

**Joan Mitchell, P.E.**  
Kinney Engineering, LLC.  
Public Involvement Project Manager  
(907) 344-7590  
joanmitchell@kinneyeng.com



## City of Homer

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

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

Northern Enterprises Boat Yard, Inc.  
51140 Kachemak Dr.  
Homer, AK 99603

February 25, 2019

To Ken and Roseleen Moore of Northern Enterprises Boat Yard Inc.,

It is my understanding Northern Enterprises Boat Yard Inc. is in the planning stages of a dock expansion project in order to support a Marine Travel Lift Station. This Marine Travel Lift Station will be able to haul out larger, heavier vessels that otherwise could not be serviced in Homer. As you know, when a larger vessel needs to be hauled out, Seward, Kodiak, and King Cove are some of the nearby communities offering this service since Homer cannot.

The City of Homer sees your expansion project as a great economic opportunity for the community as the City has often been asked when a marine service of this kind could be offered to Homer's fleet. Since the proposed dock expansion design requires you to use sixty square feet of City tidelands, staff will bring an ordinance and draft lease before City Council on March 11<sup>th</sup>.

Please feel free to contact my office directly with questions, (907) 235-8121 ext. 2222 or [citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov).

Best,

Katie Koester  
City Manager

