



## Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

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

# City of Homer Agenda

## Planning Commission Regular Meeting

Wednesday, May 4, 2022 at 6:30 PM

Cowles Council Chambers and Via Zoom Webinar

Webinar ID: 979 8816 0903 Password: 976062

Dial: 346-248-7799 or 669-900-6833; (Toll Free) 888-788-0099 or 877-853-5247

**CALL TO ORDER, 6:30 P.M.**

### AGENDA APPROVAL

**PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA** (3 minute time limit)

### RECONSIDERATION

**CONSENT AGENDA** (Items listed below are considered routine and non-controversial by the Commission and are approved in one motion. If a separate discussion is desired on an item, a Commissioner may request that item be removed from the Consent Agenda and placed on the Regular Agenda under New Business.)

- A. Planning Commission Regular Meeting Minutes of April 20, 2022 **Page 3**

### PRESENTATIONS / VISITORS

### STAFF & COUNCIL REPORT/COMMITTEE REPORTS

- A. Staff Report 22-32, City Planner's Report **Page 14**

### PUBLIC HEARINGS

- A. Staff Report 22-33, Conditional Use Permit 22-03, A Request to Allow Additional Dwellings at 1678 Sterling Highway **Page 17**

### PLAT CONSIDERATION

### PENDING BUSINESS

### NEW BUSINESS

- A. Memo from Public Works Director, Jan Keiser, P.E., Re: Strategies for Deploying HART Road/Trails Funds to Accelerate Non-motorized Transportation and Road Repair **Page 36**
- B. Staff Report 22-34, Comprehensive Plan **Page 58**

## INFORMATIONAL MATERIALS

- |  |                |
|--|----------------|
| <a href="#">A.</a> City Manager's Report for April 25, 2022    | <b>Page 87</b> |
| <a href="#">B.</a> Kenai Peninsula Borough Notice of Decisions | <b>Page 90</b> |
| <a href="#">C.</a> Planning Commission Calendar                | <b>Page 91</b> |

## COMMENTS OF THE AUDIENCE (3 minute time limit)

## COMMENTS OF THE CITY STAFF

## COMMENTS OF THE COMMISSION

## ADJOURNMENT

Next Regular Meeting is **WEDNESDAY, MAY 18, 2022 at 6:30 p.m.** All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.

Session 22-06, a Regular Meeting of the Planning Commission was called to order by Chair Scott Smith at 6:32 p.m. on April 20, 2022 at the Cowles Council Chambers in City Hall located at 491 E. Pioneer Avenue, Homer, Alaska, and via Zoom Webinar.

**PRESENT:** COMMISSIONERS SMITH, CONLEY, VENUTI, BARNWELL, HIGHLAND, BENTZ

**ABSENT:** COMMISSIONERS CHIAPPONE (EXCUSED)

**STAFF:** CITY PLANNER ABBOD  
DEPUTY CITY CLERK KRAUSE

The Commission held a worksession prior to the regular meeting at 5:30 p.m. On the agenda was a discussion and presentation on the Staff Report 22-30, Non-motorized Trails and Transportation Plan Implementation 2022.

### **APPROVAL OF THE AGENDA**

HIGHLAND/ BENTZ MOVED TO APPROVE THE AGENDA AS PRESENTED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

### **PUBLIC COMMENTS ON ITEMS ALREADY ON THE AGENDA**

### **RECONSIDERATION**

### **CONSENT AGENDA**

- A. Planning Commission Regular Meeting Minutes of April 6, 2022
- B. Decisions and Findings for CUP 22-02, A Request to Allow Eighteen Dwellings at 2161 East End Road

BENTZ/HIGHLAND MOVED TO APPROVE THE CONSENT AGENDA AS PRESENTED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

### **PRESENTATIONS / VISITORS**

### **REPORTS**

- A. Staff Report 22-27, City Planner's Report

City Planner Abboud provided a summary of Staff Report 22-27. He requested a volunteer to provide the report to City Council and there were none. Chair Smith will submit a written report.

## **PUBLIC HEARINGS**

- A. Staff Report 22-28, Rezone of a Portion of the Rural Residential (RR) Zoning District to Urban Residential (UR) Zoning District

Chair Smith introduced the item by reading of the title.

City Planner Abboud provided a summary of Staff Report 22-28 for the Commission. He reported on the following:

- The previous Comprehensive Plan development had a total of 24 meetings;
  - This document guides the decisions and work of Commission.
  - Helps property owners know what they have when they buy it.
  - This document also guides the future of Homer but does not mean it cannot be changed.
  - The recommendations are based on the values and wishes.
  - Changes that are not in the plan will not be supported, however if there are things that the Commission would like done then changes to the plan should be established first before acting on the change.
- The new UR zone is proposed to continue to the west and is bordered on the south by Gateway Business District and buffers out into the Rural Residential District.
- Water and Sewer has been in planning for the area.
- Clarification on square footage requirements for water and sewer.
- Connections from new roads to existing roads.
- Current or existing uses will be allowed to continued, i.e. mobile home on site can be used until moved from site and cannot be replaced by another.
- Opposition has been submitted by a majority of the affected property owners on Hillside Place.
- There is one letter in support of the action.

Chair Smith opened the public hearing.

Jeanne Walker, Kachemak City, expressed her appreciation for the Planning Commissioners for working on this topic in response to the increased pressure for development in the area. She noted the development has increased and will increase the traffic and expressed her concerns on the impacts to pedestrians and their safety and recommended that the City instill requirements for a six foot shoulder or separated footpath.

Kevin Walker, Kachemak City, expressed that he supports more housing in Homer, but he expressed concerns on the lack of walkability or non-motorized access between subdivision and trail systems, stating that people should have a choice. He then provided the benefits offered by providing non-motorized access and requiring those connections from developers. Mr. Walker then expressed his concerns on the issues regarding stormwater drainage.

Dakota Larson, city resident, explained that he is on the edge of the proposed zoning action and expressed concerns that the rezone would affect the future uses for his property and he did not want limits proposed to future uses since he is situated so close to the bypass.

Scott Adams, city resident, stated that he has watched the City make changes to zoning to their liking dependent on what project comes up and now there are three or four subdivisions being built in the new area. He proceeded to express concerns related to changes to the zoning district and how that



would affect the allowed uses of the property and the original owners existing uses, all because there is a housing shortage, noting that this action is not sitting well with property owners. He further commented that the houses being built on smaller lots mean that kids will not have a safe place to play and homeowners cannot enjoy their property.

Linda Roark, city resident, cited that the statement made by the City Planner rang true to her “you know what you got when you buy it” and that was her issue. She proceeded to provide the timeline for her purchase of the property in the 1990’s and the subsequent costs with installation of water and sewer, natural gas and when she subdivided a lot then purchased additional land. Ms. Roark proceeded to read her written comment into the record. She stated that the properties in the Hillside area are owned by long term residents or owners who purchased their properties because they wanted a rural lifestyle but had the advantages of living within city limits. She expressed her dislike of the proposed zoning change and the unfairness to them for the city to change the rules and force the residents to live in potentially vastly changed neighborhood. Ms. Roark continued stating it was already difficult to witness the unprecedented growth to the east side of West Hill when she conducts her daily drive home.

Larry Cabana, city resident, commented that he lives on the edge of the boundary on the east side and has 2.5 acres. He stated that his brothers and he developed Sunset View Estates, which is a 40 acrea tract. He expressed his concern on the increased traffic when he connected roads to West Hill Road. He provided information on installation of sidewalks and the added costs to develop the subdivision. He cannot imagine the additional traffic that will occur when the developer puts in the additional 40-50 homes in the new subdivision. Getting out from the school now is crazy. Mr. Cabana commented on the costs of the lots will not be conducive to low income housing. The paperwork he saw on the difference between Rural Residential compared to Urban Residential means that everything he does on his property is against the law. He expressed frustration on buying his property so he did not have to worry about things like this and he could enjoy himself. He expressed his concerns on the impact that additional density will bring before working on the infrastructure required and would appreciate the City looking at that before doing anything.

Sarah Faulkner, city resident, stated that she is a 32 plus year resident and their requirements when looking at land to purchase was whether it had electricity and running water and they were shown three houses that met their criteria, adding that there was a housing shortage back then. She commented that she had conversations with her neighbors and none of them supported this rezone either. Ms. Faulkner noted that she provided written comments and wanted to express that she believed the issue was with short term rentals and believed that the Planning Commission should address that problem; they have been negligent at looking at that as it is having a direct impact on the housing opportunities for people and that before the City jams this rezone down their throats and further suggest using West Hill Road as the western boundary for the proposed rezone. Ms. Faulkner also express that they purchased their property in 1990 and hooked up to water and sewer but was never advised of the plan to make their area urban residential, never heard that. The mailer was their first notice but it got their attention.

Jon Faulkner, city resident, stated that the commission has heard his comments at the worksession and he provided a letter and hoped that they received it. He expressed that he was absolutely opposed to the rezone but even more opposed to the process and believed it to be fundamentally flawed. In his letter he provided 16 points in opposition and hopes the Commission reads it. He expressed that he never heard of a municipality ever intitiating a rezone, that it established a bad precedent and the

primary reason is the conflict of interest that it puts the city in. He continued citing that this action does not represent the city residents and formally requests the Planning Commission to consider the conflicts inherent in the process and expressed his opinion that he believed it to be upside down when the government comes in and initiates the rezone at the expense of the residents.

Jennifer Cabana, city resident, stated that she was informed that West Hill would never touch Shelley Avenue and within a year that changed. She reported on the increased traffic that presents a safety hazard to her children. Ms. Cabana then provided information that she has applied for a grant that offers her the ability to be self-sustainable by growing her own food and maintain a small flock. Urban residential does not allow her to have a flock as large as she currently maintains and while she could be grandfathered in she opposes the rezone as proposed as it does not allow her the choice to do as she wishes with her property.

Karin Holser, city resident, stated that she is outside this rezone, but if they can do it for this big of section then why won't it come down to her neighborhood too, so she agreed with the previous comments that the process is flawed as this is the first she has heard about it. She opposed the 40 lots in the subdivision below her as she thought they should be bigger lots. Property owners bought their lots because they were rural and bigger lots, not to have smaller lots, and that was the whole beauty of it; you were in city limits and had all the great amenities yet you could feel a semblance of rural. Ms. Holser continued by stating she has lived in the Pribilof Islands for 25 years so it's not really rural to her. But she reiterated that she felt the process was flawed and it was wrong to have the sudden change as it was not something they agreed on stressing she did not agree on the forty lots either but there was nothing she could do.

Mark Sass, property owner on Hillside, which he bought for retirement. Mr. Sass provided the reason he purchased the property for the rural area and view-shed within the city limits. He stated that reviewing all the thoughts, speaking with neighbors and everything west of West Hill Road really never intended this to be the density that the city is proposing and like Mr. Faulkner stated as a majority rule we cannot have what we want we can't have because someone else has decided. There are flag lots, large parcels that cannot be rezoned, steepness of the hillside, financial challenges with assessments for water and sewer, the majority of property west was never meant to happen. Density will happen and there is no stopping it but do it smart. East of West Hill Road will present challenges with traffic increased and pedestrian safety. Mr. Sass then recounted a brief experience in the contracting business.

Helen Armstrong, city resident, does not live in the rezone area but expressed her concerns on the lack of development for pedestrian safety especially for the children going to school.

Chair Smith closed the public hearing after verifying with the Clerk that there was no additional members of the audience present wishing to provide testimony. He opened the floor to questions from the Commission.

Commissioner Highland noted that the City Planner may want to offer rebuttal.

City Planner Abboud provided previous steps on developing the Comprehensive Plan and that the plan sets the stage for the future and the City wants the residents to provide input and recommendations. The City has not ulterior motives other than to follow the recommendations of the plan that considers all city residents. The Planning Commission listens to all comments and makes the appropriate decisions. He acknowledged the unacceptable traffic patterns and having to deal with those issues as

well as pedestrian safety but the city is growing up. As for the short-term rentals, the city is aware of that issue and will be dealing with it in the near future.

City Planner Abboud answered and responded to questions and comments from commissioners on the following:

- Processes for initiating rezoning other than what is directed by the Comprehensive Plan.
- Public hearings are part of the rezoning process.
- Rezones are based on needs such as housing, changing conditions to the existing areas, alternate transportation routes in the area.
- This will now go to the City Council and the Commission will include an informed recommendation.
- This rezone appears hurried with a lack of addressing the pedestrian safety and drainage issues before implementation of the rezone.

Deputy City Clerk Krause called for a point of order as the City Planner and Commissioner Barnwell were entering into a one on one conversation.

Chair Smith requested any additional questions from the Commission.

Commissioner Highland requested clarification from the Clerk on whether to continue with questions and when they make a motion and they enter into the discussion as she had a few comments but no real questions and she also had an amendment to the ordinance.

Chair Smith requested a motion and second.

HIGHLAND/BENTZ MOVE TO ADOPT STAFF REPORT 22-28 AND RECOMMEND CITY COUNCIL APPROVE THE PROPOSED AMENDMENTS TO THE ZONING MAP.

Commissioner Highland noted a required correction to the draft ordinance, line 39, on page 33 of the packet.

Chair Smith requested a motion and second.

HIGHLAND BENTZ MOVED TO AMEND THE DRAFT ORDINANCE LINE 39, PAGE 33 OF THE PACKET, THE STATED VERBIAGE SHOULD BE "FROM RR ZONING DISTRICT TO THE UR ZONING DISTRICT"

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Chair Smith requested additional discussion on the motion on the floor.

City Planner Abboud facilitated discussion and comments with the Commission on the following:

- Planning for the future while the future was now and the city is behind on addressing things.
- Balancing longtime residents' expectations and meeting the needs of new residents.
- Rezoning is a tool that the Commission has to use to address issues and needs.
- No one likes change.
- Focusing the rezone to the East of West Hill Road.
- Postponing the action to a future meeting.

- Environmentally it is better to have infill rather than sprawl.
- Impacts to traffic and pedestrian safety with increased density.

Chair Smith requested that Commissioner Highland wait to amend the motion until everyone has an opportunity to comment. Commissioner Highland deferred to the Clerk on process.

Commissioner Bentz indicated she had questions for the Planner. City Planner Abboud responded to the following:

- Steepness of the parcels to the west of the area directly opposite of Eric Lane regarding requirements to conform to the proposed district with regard to water and sewer, etc.
- Dimensional Standards would present a challenge but services would be dictated by DEC.
- The water and sewer boundaries as shown on page 51 of the packet.

HIGHLAND/VENUTI MOVED TO AMEND THE MOTION THAT CITY COUNCIL APPROVE A REZONE OF RURAL RESIDENTIAL TO URBAN RESIDENTIAL ON THE EAST SIDE OF WEST HILL OF THE BOUNDARIES THAT ARE SHOWN ON EXHIBIT B.

There was further discussion on compromise for the proposed rezone, concerns on the timing were expressed and hesitation that the amendment or main motion could not be supported.

Public Works Director Keiser approached the podium and requested the opportunity to provide information. Chair Smith requested clarification from the Clerk.

BARNWELL/HIGHLAND MOVED TO ALLOW PUBLIC WORKS DIRECTOR TO SPEAK TO THE COMMISSION.

There was no discussion.

VOTE. NON-OBJECTION UNANIMOUS CONSENT.

Motion carried.

Public Works Director Keiser provided information on the following:

- Use of funding to address concerns on pedestrian safety.
- The increase in development east of West Hill Road providing opportunities.
- More density will increase the buy in on non-motorized transportation.
- Water flow is not an issue as the area is served by a 12 inch line.
- The potential to provide multi-family housing.

Chair Smith requested additional comments and questions.

Commissioner Bentz commented on her review of the plans and services, the proposed Eric Lane development, and that she would support the amendment.

Chair Smith requested the Clerk to restate the motion. Deputy City Clerk was unable to fully restate the amendment proposed by Commissioner Highland. Commissioner Highland restated her amendment.

Commissioner Bentz noted that the proposed amendment got the Commission halfway there and is fulfilling what the Commission is tasked to do.

Commissioner Conley stated that the development that is being done is rural residential.

Deputy City Clerk Krause restated the motion as follows:

APPROVE A REZONE OF RURAL RESIDENTIAL TO URBAN RESIDENTIAL ON THE EAST SIDE OF WEST HILL OF THE BOUNDARIES THAT ARE SHOWN ON EXHIBIT B.

VOTE (amendment). YES. VENUTI, SMITH, HIGHLAND, CONLEY, BENTZ

VOTE (amendment). NO. BARNWELL.

Motion carried.

Chair Smith requested additional discussion on the motion as amended.

City Planner Abboud responded to questions regarding the historical information on the creation of the city's first urban residential zoning

Chair Smith requested the Clerk to perform a roll call vote.

There was confusion on the appropriate motion on the floor and several Commissioners offered explanations of the amendment applying to the main motion for clarification. Deputy City Clerk disseminated for the Commission how the amendment applied to the main motion.

Chair Smith called for the vote on the main motion as amended.

VOTE (main motion as amended). YES. SMITH, HIGHLAND, BENTZ, VENUTI.

VOTE (main motion as amended). NO. BARNWELL, CONLEY.

Motion carried.

Commissioner Highland requested a recess. Chair Smith called for a recess at 8:14 p.m. He called the meeting back to order at 8:25 p.m.

## **PLAT CONSIDERATION**

### **PENDING BUSINESS**

#### **A. Planning Commission Regular Meeting Minutes of March 2, 2022 Amended**

Chair Smith introduced the item by reading of the title and provided a brief explanation of the issue before the Commission regarding the minutes from the March 2, 2022 regular meeting. He then requested a motion and second.

HIGHLAND CONLEY MOVED TO APPROVE THE MARCH 2, 2022 REGULAR MEETING MINUTES AS PRESENTED.

There was a brief discussion on the action taken by the Clerk to include each commissioners' statements made during the overall discussion. Commissioner Barnwell, as noted on page 64 of the packet, did state that he did not support building codes or a building department at this time.

VOTE. NON-OBJECTION UNANIMOUS CONSENT.

Motion carried.

#### **B. Staff Report 22-29, Tiny Homes**

Chair Smith introduced the item by reading of the title.

HIGHLAND/VENUTI MOVE TO OPEN DISCUSSION ON STAFF REPORT 22-29, TINY HOMES.

There was no discussion.

VOTE. NON-OBJECTION UNANIMOUS CONSENT.

Motion carried.

City Planner Abboud facilitated discussion on the following:

- Tiny homes on wheels then removing the wheels
- Code acceptance, standards established for construction
- Appearance difference between RV's and Tiny Homes
- Developing building code would have a requirement
- Developing planning code to address appearance
- Comparing codes for dwellings they look at adequate egress, etc.
- Shared link with the commissioners and there is no charge to view the webinar which was believed to be in May
- Commissioner Venuti stated he would have to read the requirements before supporting it
- If building code is implemented a person will have to follow the requirements as outlined in the code for the structure to be approved
- Making a decision sooner rather than later as they will be coming to Homer in the near future.
- Building costs increasing
- Continuing ambiguity on what exactly defines a tiny home
- There is language now
- Not realistic to assume that someone will build a tiny home on a 60K lot
- There is no demand at this time for placing tiny homes
- According to existing code tiny homes that are moveable are classified as RVs
- Cannot divorce from RVs at this time
- Appearance is nicer than a Connex
- Someone may want this as a ADU
- Not permanent dwelling, may be a place for this at this time
- Specifics of verbiage for RV

C. Staff Report 22-31, Coastal Bluff Regulations

Chair Smith Introduced the item by reading of the title.

City Planner Abboud reviewed Staff Report 22-31.

HIGHLAND/ BARNWELL MOVE TO OPEN DISCUSSION AND REVIEW ON STAFF REPORT 22-31, COASTAL BLUFF REGULATION.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

City Planner Abboud deferred to the Public Works Director in her role as the City Engineer as she was more knowledgeable and could provide additional information.

Public Works Director Keiser reported the findings within the area of coastal bluffs using the DGGs Study, describing the discovery of old coal mines after a request for water and sewer in the area and determined that the city could not put services in that area requested, the city reserves the right not to extend utilities in risky areas and that will limit development in and by itself due to the inability to get a DEC approved septic system or well; this will protect the city infrastructure. She expounded on the city working on regulations that will strengthen the address the drainage issues such as requiring stormwater plans and development activity plans on all developments regardless of size or volume of dirt moved to allow better tracking, the definition of coastal edge is a great start, noting that there will be adjustments as the science is presented and there may be action to come before the Commission in the future on the coal mining areas. She noted that the city is in the process of staffing up with training and outside consultants.

Discussion was facilitated on these points:

- Definition for coastal edge
- Existing or current erosion due to the possible coal mine shafts
- Appreciation to bringing the expertise of the City Engineer to speak on these topics

## **NEW BUSINESS**

A. Staff Report 22-30, Homer Non-motorized Trails & Transportation Plan Implementation

Chair Smith introduced the item by reading of the title.

City Planner Abboud provided a review of Staff Report 22-30.

HIGHLAND/VENUTI MOVE TO OPEN DISCUSSION AND REVIEW ON STAFF REPORT 22-30 HNMTTP IMPLEMENTATION.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Public Works Director Keiser responded to questions regarding the purpose of the supplement or implementation plan, stating that this document is not a substitute for the HNMTTP but a detailed implementation plan.

City Planner Abboud reported that this does not limit the City but is a tool to use and assist in designating the funding to get recommendations done.

Commissioner Highland noted that she was on the advisory body that drafted the 2004 plan and then expressed her ongoing concerns with development in the Beluga Slough area.

VENUTI/HIGHLAND MOVED THAT THE PLANNING COMMISSION SUPPORTS THE HOMER NON-MOTORIZED TRAILS AND TRANSPORTATION PLAN IMPLEMENTATION PLAN AND APPROPRIATE FUNDING TO EXECUTE.

Public Works Director Keiser suggested that the Commission withhold their recommendation till the Ordinance requesting the funding comes before the City Council.

VOTE. NO. SMITH, VENUTI, HIGHLAND, CONLEY, BARNWELL

Motion failed.

### **INFORMATIONAL MATERIALS**

- A. City Manager's Report for March 29, 2022 City Council Meeting
- B. Kenai Peninsula Borough Notice of Decisions
- C. Planning Commission Calendar

### **COMMENTS OF THE AUDIENCE**

Karin Holser, commented on the Tiny Home item and suggested that they be treated and placed like a mobile home park since making too many regulations or ruling the use of them out will be extremely limiting to persons who need housing and are in the area temporarily.

Scott Adams, city resident, commented on the notice and schedule for the rezone stating that it was a short time period, he further offered his opinion that developments should not use historical drainages and the city should require sidewalks and paved roads. Mr. Adams proclaimed that it was not the residents fault but the City's and he has been attending meetings for the last 6 years and complaining and nothing has been done about the drainages. He then commented on the danger to allowing kids to walk on the street and not providing sidewalks. The city should really consider these developments and effects on the area before allowing them.

Mark Sass, property owner, recalled his experiences working construction for 35 years in Minnesota and noted that the City needs to address these problems sooner rather than later. He noted that Homer was a beautiful town, people want to enjoy the space as that is why most moved to Homer. He did research and spoke to a lot of people. He appreciates being able to come to a meeting to voice his concerns and the Commission has this process. He expressed his thanks for their work.

### **COMMENTS OF THE STAFF**

### **COMMENTS OF THE COMMISSION**

Commissioner Highland commented that it was an interesting meeting and drainage issues are a big factor here.

Commissioner Barnwell commented on the increased development in the Walli area and noted the Comp Plan the city is not doing the drainage and transportation part right. His main concern is the pedestrian safety and it was a hard decision for him to say no. They need to get this right and the city needs a hammer to use over the developers and agreed that it was irresponsible to develop in the area before addressing those issues.

Commissioner Venuti recalled his experiences on arriving in Alaska in the 1970's and living on the beach on the Spit, being one of the Spit Rats. Being able to do that then solved their housing problem.

Commissioner Conley expressed his appreciation to hear the public comments and receive some direction, input from them. He agreed with Commissioner Barnwell that they need a holistic approach on population density and figuring out how to improve the community. The city really needs a better plan to address the drainage issues and pedestrian safety. We are on the way there but not quite yet but he did not believe that it should be rushed. He agreed it was a great meeting.



Chair Smith expressed his appreciation for the City Planner and Commissioner Barnwell being in Council Chambers to address the issues with the audience directly. He stated that the information provided by Public Works Director Keiser was very insightful and assisted the Commission tonight.

**ADJOURN**

There being no further business before the Commission, the meeting was adjourned at 9:45 p.m. The next Regular Meeting is Wednesday, May 4, 2022 at 6:30 p.m. A worksession is scheduled for 5:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

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Renee Krause, MMC, Deputy City Clerk II

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



# City of Homer

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

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(p) 907-235-3106  
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## Staff Report PI 22-32

TO: Homer Planning Commission  
FROM: Rick Abboud, AICP, City Planner  
DATE: May 4, 2022  
SUBJECT: City Planner's Report

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### **City Council 4.25.22**

Resolution 22-033, A Resolution of the City Council of Homer, Alaska Awarding a Contract to the Kachemak Bay National Estuarine Research Reserve in the Amount of \$50,000 for Ground Water Research and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager/Public Works Director. Recommend adoption. Memorandum 22-071 from Public Works Director as backup.

### **Non-motorized transportation**

This is a hot topic. Council members are looking at better ways to create a better network of trails and sidewalks. I will keep the Commission up to date on the latest efforts and thoughts.

### **Permitting software**

We continue to work on modifying and testing the software with hope that it will be ready in May.

### **Hazard Mitigation Plan Update**

The Hazard Mitigation is undergoing the FEMA review, the final step prior to adoption. We are hoping to hear back from them soon.

### **Rural Residential Rezone Update:**

We have mailed out the flier and created a web page for information for on the Planning page of the City website <https://www.cityofhomer-ak.gov/planning/proposed-zoning-map-amendment>

Our schedule:

~~March 7: mail out flier, launch website~~

~~March 14<sup>th</sup> - 25<sup>th</sup>: Chat with a planner timeframe~~

~~April 6<sup>th</sup>: Work session with PC~~

~~April 7<sup>th</sup>: hearing notice mailed~~

~~April 20<sup>th</sup>: Public hearing~~

May 9<sup>th</sup> City Council Introduction

May 23<sup>rd</sup> City Council Public Hearing

We will develop a similar process for UR opportunities to the east as we progress or finish the west depending on our experiences.

**Economic Development Advisory Commission**

Did not meet since last Planning Commission meeting.

**Commissioner Report to Council**

5/9/22 \_\_\_\_\_

5/23/22 \_\_\_\_\_

**Attachments:**

Memorandum 22-071



# City of Homer

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

## Public Works

3575 Heath Street  
Homer, AK 99603

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

(p) 907- 235-3170

(f) 907-235-3145

## Memorandum 22-071

TO: Rob Dumouchel, City Manager  
FROM: Janette Keiser, Director of Public Works  
DATE: April 12, 2022  
SUBJECT: Contract to National Kachemak Bay Estuarine Research Reserve

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**Issue:** The purpose is to request approval to issue a Contract to the Kachemak Bay National Estuarine Research Reserve ("KBNERR") to do ground water research in the Bridge Creek Reservoir watershed.

### Background:

Ordinance 21-16(A) authorized the expenditure of \$50,000 from the HAWSP Fund for ground water research in the Bridge Creek Reservoir Watershed. KBNERR has been conducting ground water research in a wide area north of the Bridge Creek Reservoir. KBNERR proposes to extend that work south to the Bridge Creek Watershed for \$50,000. To quote KBNERR, where's what they intend to do:

*We propose to identify priority areas where springs, seeps, and their associated recharge areas are located. The identification of these areas will be a combination of geospatial analysis and field verification. The new geospatial modeling will predict locations of groundwater recharge next to seeps and springs in the Bridge Creek Reservoir watershed, which will be field validated.*

*Field work will be performed June 2022. Edgar Guerron Orejuela from the University of South Florida and a NOAA Ernest F. Hollings scholar, will focus on developing and field validating the layer that predicts the locations of groundwater recharge proximal to known seeps and springs in the Bridge Creek Reservoir watershed. Later, Dr. Mark Rains, Dr. Kai Rains, Tyelyn Brigino of the University of South Florida, and another NOAA Ernest F. Hollings scholar, will further field validate the layer that predicts the locations of additional seeps and springs. Onsite technical and logistical support will be provided by KBNERR staff. We request that the City of Homer facilitate physical access to areas within the project domain.*

*Deliverables will include an updated geospatial database and a virtual workshop focused on the identification of areas where the City of Homer might want to consider practicing source-water protection, to ensure lasting groundwater discharge to the Bridge Creek Reservoir.*

### Recommendation:

City Council pass a resolution awarding a Contract to KBNERR in the amount of \$50,000 and authorizing the City Manager to negotiate and execute the appropriate documents.



# 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

### Staff Report 22-34

TO: Homer Planning Commission  
FROM: Rick Abboud, AICP, City Planner  
DATE: May 4, 2022  
SUBJECT: Conditional Use Permit (CUP) 22-03

**Synopsis** The applicant proposes to construct a single family dwelling in addition to the existing single-family dwelling and duplex structure found on the lot. A Conditional Use Permit (CUP) is required per 21.12.030(m), more than one building containing a permitted principle use on the lot.

Applicant: Tony Romeril  
1678 Sterling Hwy.  
Homer, AK 99603

Location: 1678 Sterling Hwy.

Legal Description: T 6S R 14W SEC 24 SEWARD MERIDIAN HM 0730551 BIDARKI CREEK  
SUB PLAT OF LTS 2A THRU 5A LOT 4A

Parcel ID: 17525003

Size of Existing Lot: .91 acres

Zoning Designation: Rural Residential District

Existing Land Use: Residential

Surrounding Land Use: North: Residential  
South: Vacant/residential  
East: Vacant/residential  
West: Residential

Comprehensive Plan: Chapter 4, Goal 1, Objective A: Promote a pattern of growth characterized by a concentrated mixed-use center, and a surrounding ring of moderate-to-high density residential and mixed-use areas with lower densities in outlying areas.

Wetland Status: Wetlands may be present on southern side of property, not indicated in area of proposed improvements.

Flood Plain Status: Not in a floodplain.

BCWPD: Not within the Bridge Creek Watershed Protection District

Utilities: Public utilities service the site.

Public Notice: Notice was sent to 22 property owners of 15 parcels as shown on the KPB tax assessor rolls.

**ANALYSIS:** The applicant is proposing to add a single-family dwelling to a site currently supporting a single-family dwelling and a 2 unit guesthouse.

**PARKING:** The applicant is required to provide up to 8 spaces if the units are more than one-bedroom and may be reduced two spaces if all accessory housing is either one-bedroom or efficiency. A vast area is graveled to provide more than adequate space under either circumstance.

**DENSITY:** One dwelling unit is allowed per 10,000 square feet when accessing city water and sewer services according to HCC 21.12.040(a)(3). The lot area is 40,145 square feet and provides the required area to support the 4 dwelling units.

While not a code requirement for the proposal, the multi-family density requirement gives a measure of density accepted for multi-family dwellings when evaluating a structure consisting of three or more units. I use the standards to relate the proposed density of the proposal. The proposed total floor area is 4,078 square feet. This makes a requirement of a total open area to be 1.1 times the floor area and that the floor area not be more than four-tenths of the lot area within the 40,145 square foot lot not questionable. A great deal of space is provided for the scale of the development.

**IMPERVIOUS SURFACES:** The site is estimated to have less than 20,000 square feet total of impervious surface. This is below the requirements for developing a storm water plan in the Rural Residential District.

**The criteria for granting a Conditional Use Permit is set forth in HCC 21.71.030, Review criteria, and establishes the following conditions:**

a. The applicable code authorizes each proposed use and structure by conditional use permit in that zoning district;

**Analysis:** HCC 21.12.030 authorizes more than one building containing a permitted principle use in the Rural Residential District. HCC 21.12.020(a & b) authorize single-family and duplex dwellings.

**Finding 1:** The structures and uses are authorized by the applicable code.

b. The proposed use(s) and structure(s) are compatible with the purpose of the zoning district in which the lot is located.

**HCC 21.12.010 Purpose.** The purpose of the Rural Residential District is primarily to provide an area in the City for low-density, primarily residential, development; allow for limited agricultural pursuits; and allow for other uses as provided in this chapter.

**Applicant:** Provide residential housing

**Analysis:** The applicant proposes to provide residential housing at an allowed density of one dwelling unit per 10,000 square feet when a lot is serviced by city water and sewer per HCC 21.12.040(a)(3), thus providing structures and uses compatible with the purpose of the district.

**Finding 2:** The proposed structures and uses are compatible with the purpose of the district.

c. The value of the adjoining property will not be negatively affected greater than that anticipated from other permitted or conditionally permitted uses in this district.

**Applicant:** Building improvements should increase values.

**Analysis:** Many uses in the Rural Residential district have greater negative impacts than would be realized from dwellings. Pipelines, railroads, and storage of heavy equipment would have a greater impact on nearby property values. Assisted living, group care, religious, cultural and fraternal assembly would generate a good deal of traffic.

**Finding 3:** Residential development is not expected to negatively impact the adjoining properties greater than other permitted or conditional uses.

d. The proposal is compatible with existing uses of surrounding land.

**Applicant:** This is a residential area. More housing is compatible with existing structures and uses.

**Analysis:** Existing uses of the surrounding land are currently vacant and residential. Residential uses are in character with the surrounding lands.

**Finding 4:** The proposal is compatible with existing uses of surrounding land

e. Public services and facilities are or will be, prior to occupancy, adequate to serve the proposed use and structure.

**Applicant:** Water sewer electric & natural gas and highway access are all adequate and available.

**Analysis:** Utility services are available and adequate to serve that proposed uses. The applicant will need to work with Public Works and DEC to design and gain approval of a community system to serve sewer to the structures onsite.

**Condition 1:** Install approved community sewer service to the structures.

**Finding 5:** Existing public, water, sewer, and fire services will be, prior to occupancy, adequate to serve the existing and proposed dwellings.

f. Considering harmony in scale, bulk, coverage and density, generation of traffic, the nature and intensity of the proposed use, and other relevant effects, the proposal will not cause undue harmful effect upon desirable neighborhood character.

**Applicant:** No negative effects. Development is low on impact to surrounding neighborhood.

**Analysis:** Desirable neighborhood character could be described by a portion of the purpose statement for the district listed above. The project corresponds to the purpose statement, as it provides residential development at a density allowable in code. The residences are served by a large lot and are not of an excessive size to create harmful effects on neighborhood character.

**Finding 6:** The Commission finds the proposal will not cause undue harmful effect upon desirable neighborhood character.

g. The proposal will not be unduly detrimental to the health, safety or welfare of the surrounding area or the city as a whole.

**Analysis:** The proposal does not introduce a use or a scale that is not reasonably anticipated by the rules, regulations, and infrastructure developed to service such a proposal.

**Finding 7:** The proposal will not be unduly detrimental to the health, safety or welfare of the surrounding area and the city as a whole when all applicable standards are met as required by city code

h. The proposal does or will comply with the applicable regulations and conditions specified in this title for such use.

**Analysis:** The applicant is not requesting any exception to code. The project is able to comply with the applicable regulations and conditions when gaining a CUP and subsequent zoning permit for construction.



**Finding 8:** The proposal will comply with applicable regulations and conditions specified in Title 21 when gaining the required permits.

i. The proposal is not contrary to the applicable land use goals and objectives of the Comprehensive Plan.

**Applicant:** Chapter 4, Goal 1 Infill and housing supply are encouraged in this project to further these goals.

**Analysis:** Goals of the Land Use Chapter of the Homer Comprehensive Plan include increasing the diversity of housing, encouraging infill, and supporting housing choice by supporting a variety of dwelling options (Chapter 4, Objectives A & C).

**Finding 9:** The proposal is not contrary to the applicable land use goals and objects of the Comprehensive Plan. The proposal aligns with Chapter 4, Goal 1, Objectives A and C and no evidence has been found that it is contrary to the applicable land use goals and objects of the Comprehensive Plan.

j. The proposal will comply with the applicable provisions of the Community Design Manual (CDM).

**Analysis:** Chapter 3, Outdoor Lighting is applicable to the Rural Residential District.

**Condition 2:** Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

**Finding 10:** Project will comply with the applicable provisions of the CDM.

**HCC 21.71.040(b).** b. In approving a conditional use, the Commission may impose such conditions on the use as may be deemed necessary to ensure the proposal does and will continue to satisfy the applicable review criteria. Such conditions may include, but are not limited to, one or more of the following:

- 1. Special yards and spaces:** No specific conditions deemed necessary
- 2. Fences and walls:** No specific conditions deemed necessary
- 3. Surfacing of parking areas:** No specific conditions deemed necessary.
- 4. Street and road dedications and improvements:** No specific conditions deemed necessary.
- 5. Control of points of vehicular ingress and egress:** No specific conditions deemed necessary.
- 6. Special provisions on signs:** No specific conditions deemed necessary.
- 7. Landscaping:** No specific conditions deemed necessary.
- 8. Maintenance of the grounds, building, or structures:** No specific conditions deemed necessary.

**9. Control of noise, vibration, odors or other similar nuisances:** No specific conditions deemed necessary.

**10. Limitation of time for certain activities:** No specific conditions deemed necessary.

**11. A time period within which the proposed use shall be developed:** No specific conditions deemed necessary.

**12. A limit on total duration of use:** No specific conditions deemed necessary.

**13. More stringent dimensional requirements,** such as lot area or dimensions, setbacks, and building height limitations. Dimensional requirements may be made more lenient by conditional use permit only when such relaxation is authorized by other provisions of the zoning code. Dimensional requirements may not be altered by conditional use permit when and to the extent other provisions of the zoning code expressly prohibit such alterations by conditional use permit.

**14. Other conditions necessary** to protect the interests of the community and surrounding area, or to protect the health, safety, or welfare of persons residing or working in the vicinity of the subject lot. **Condition 3:** Dumpster shall not be visible from the street or shall be screened on three sides.

**PUBLIC WORKS COMMENTS:** The applicant will need to work with ADEC with an engineered design for community sewer.

**FIRE DEPARTMENT COMMENTS:** None

**PUBLIC COMMENTS:** None

**STAFF COMMENTS/RECOMMENDATIONS:** Planning Commission approve CUP 22-03, **Staff Report 22-34** with findings 1-10 and the following conditions.

**Condition 1:** Install approved community water and sewer service to the structures.

**Condition 2:** Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

**Condition 3:** Dumpster shall not be visible from the street or shall be screened on three sides.

### **Attachments**

Application

Public Notice

Aerial Photograph



# City of Homer

www.cityofhomer-ak.gov

**Planning**  
491 East Pioneer Avenue  
Homer, Alaska 99603

Planning@ci.homer.ak.us  
(p) 907-235-3106  
(f) 907-235-3118

## Applicant

Name: Tony Romeril Telephone No.: 907-235-1872  
Address: 1678 Sterling Hwy Email: 27backtoaction@gmail.com

## Property Owner (if different than the applicant):

Name: \_\_\_\_\_ Telephone No.: \_\_\_\_\_  
Address: \_\_\_\_\_ Email: \_\_\_\_\_

## PROPERTY INFORMATION:

Address: 1678 Sterling Hwy Lot Size: 0.91 acres KPB Tax ID # 17525003  
Legal Description of Property: T6 SR 14 W Sec 24 Seward Meridian HM 0730 SE1  
Bidar Ki Creek Sub Plat of LTS 2A thru SA Lot 4A

For staff use:  
Date: 4/8/22 Fee submittal: Amount \$300  
Received by: TAR Date application accepted as complete \_\_\_\_\_  
Planning Commission Public Hearing Date: \_\_\_\_\_

## Conditional Use Permit Application Requirements:

1. A Site Plan
2. Right of Way Access Plan
3. Parking Plan
4. A map showing neighboring lots and a narrative description of the existing uses of all neighboring lots. (Planning can provide a blank map for you to fill in)
5. Completed Application Form
6. Payment of application fee (nonrefundable)
7. Any other information required by code or staff, to review your project

**RECEIVED**

**APR 08 2022**

**CITY OF HOMER  
PLANNING/ZONING**

## Circle Your Zoning District

	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	MC	MI	EEMU	BCWPD
Level 1 Site Plan	x	x	x			x			x			x
Level 1 ROW Access Plan	x	x							x			
Level 1 Site Development Standards	x	x										
Level 1 Lighting			x	x	x	x	x	x	x	x	x	
Level 2 Site Plan			x	x	x		x	x		x	x	
Level 2 ROW Access Plan			x	x	x		x	x		x	x	
Level 2 Site Development Standards			x*	x	x	x	x	x			x	
Level 3 Site Development Standards									x	x		
Level 3 ROW Access Plan						x						
DAP/SWP questionnaire					x	x	x	x			x	

**Circle applicable permits. Planning staff will be glad to assist with these questions.**

- ☒ Y ☐ N Are you building or remodeling a commercial structure, or multifamily building with more than 3 apartments? If yes, Fire Marshal Certification is required. Status: \_\_\_\_\_
- ☒ Y ☐ N Will your development trigger a Development Activity Plan?  
Application Status: \_\_\_\_\_
- ☒ Y ☐ N Will your development trigger a Storm water Plan?  
Application Status: \_\_\_\_\_
- ☒ Y ☐ N Does your site contain wetlands? If yes, Army Corps of Engineers Wetlands Permit is required. Application Status: \_\_\_\_\_
- ☒ Y ☐ N Is your development in a floodplain? If yes, a Flood Development Permit is required.
- ☒ Y ☐ N Does your project trigger a Community Design Manual review?  
If yes, complete the design review application form. The Community Design Manual is online at: <http://www.ci.homer.ak.us/documentsandforms>
- ☒ Y ☐ N Do you need a traffic impact analysis?
- ☒ Y ☐ N Are there any nonconforming uses or structures on the property?
- ☐ Y ☐ N Have they been formally accepted by the Homer Advisory Planning Commission?
- ☒ Y ☐ N Do you have a state or city driveway permit? Status: \_\_\_\_\_
- ☒ Y ☐ N Do you have active City water and sewer permits? Status: \_\_\_\_\_

1. Currently, how is the property used? Are there buildings on the property? How many square feet? Uses within the building(s)?

Home / home occupation 2120 sq ft  
2 unit guesthouse 768 sq ft

2. What is the proposed use of the property? How do you intend to develop the property? (Attach additional sheet if needed. Provide as much information as possible).

New single family dwelling

9. Y/N Control of noise, vibration, odors, lighting, heat, glare, water and solid waste pollution, dangerous materials, material and equipment storage, or other similar nuisances.
10. Y/N Time for certain activities.
11. Y/N A time period within which the proposed use shall be developed.
12. Y/N A limit on total duration of use.
13. Y/N Special dimensional requirements such as lot area, setbacks, building height.
14. Y/N Other conditions deemed necessary to protect the interest of the community.

## PARKING

1. How many parking spaces are required for your development? 7  
If more than 24 spaces are required see HCC 21.50.030(f)(1)(b). \_\_\_\_\_
2. How many spaces are shown on your parking plan? 7
3. Are you requesting any reductions? No

Include a site plan, drawn to a scale of not less than 1" = 20' which shows existing and proposed structures, clearing, fill, vegetation and drainage.

I hereby certify that the above statements and other information submitted are true and accurate to the best of my knowledge, and that I, as applicant, have the following legal interest in the property:

**CIRCLE ONE:**      Owner of record      Lessee      Contract purchaser

Applicant signature: [Signature]      Date: 4/8/22

Property Owner's signature: [Signature]      Date: 4/8/22



- a. What code citation authorizes each proposed use and structure by conditional use permit?

HCC 21.12.030(m)

- b. Describe how the proposed uses(s) and structures(s) are compatible with the purpose of the zoning district.

Provide residential housing

- c. How will your proposed project affect adjoining property values?

Building improvements should increase values

- d. How is your proposal compatible with existing uses of the surrounding land?

This is a residential area. More housing is compatible with existing structures and uses

- e. Are/will public services adequate to serve the proposed uses and structures?

Water Sewer Electric & Natural gas and highway access are all adequate and available

- f. How will the development affect the harmony in scale, bulk, coverage and density upon the desirable neighborhood character, and will the generation of traffic and the capacity of surrounding streets and roads be negatively affected?

No negative effects. Development is low in impact to surrounding neighborhood

- g. Will your proposal be detrimental to the health, safety or welfare of the surrounding area or the city as a whole?

No

- h. How does your project relate to the goals of the Comprehensive Plan?

The Comprehensive Plan are online,

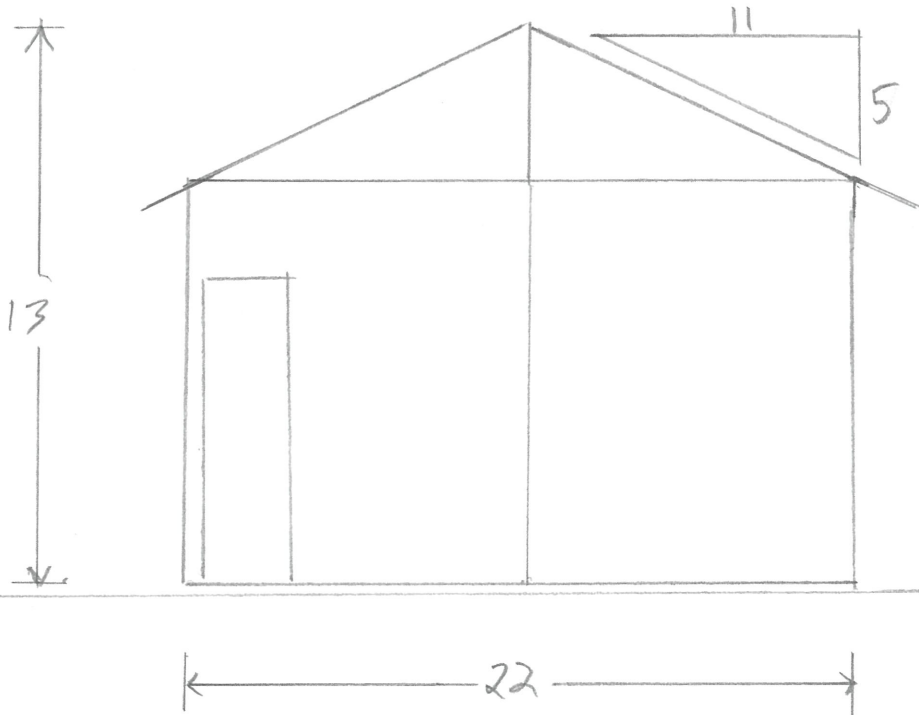
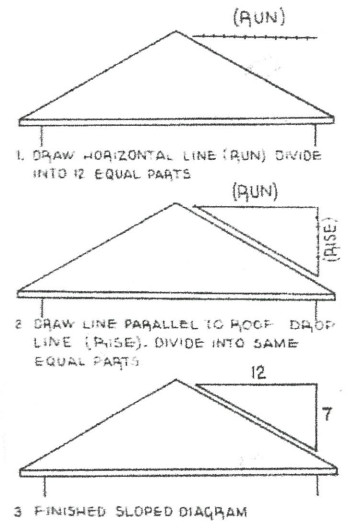
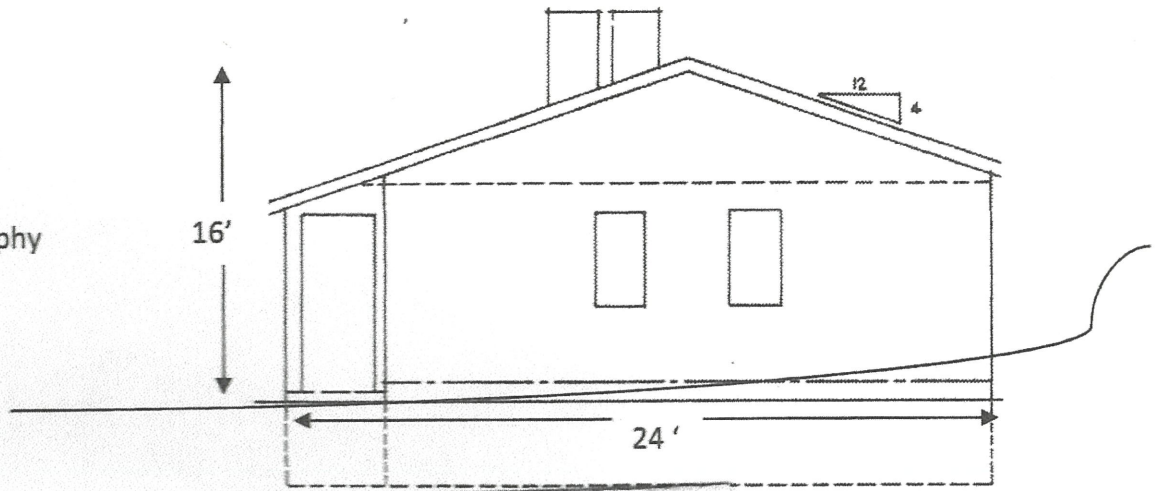
Chapter 4 Goal 1. Infill and housing supply are encouraged in this project to further those goals.

- i. The Planning Commission may require you to make some special improvements. Are you planning on doing any of the following, or do you have suggestions on special improvements you would be willing to make? (**circle each answer**)

1. Y/☒ Special yards and spaces.
2. Y/☒ Fences, walls and screening.
3. Y/☒ Surfacing of parking areas.
4. Y/☒ Street and road dedications and improvements (or bonds).
5. Y/☒ Control of points of vehicular ingress & egress.
6. Y/☒ Special provisions on signs.
7. Y/☒ Landscaping.
8. Y/☒ Maintenance of the grounds, buildings, or structures.

# Building elevation drawing

- ☐ Building height
- ☐ Wall dimensions
- ☐ Grade / topography



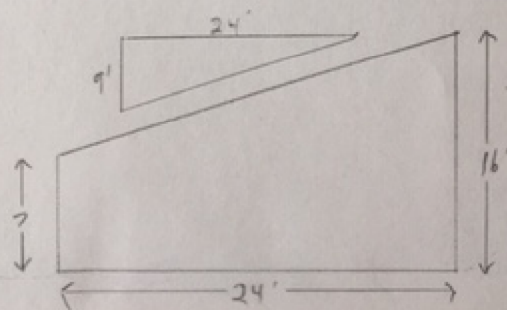
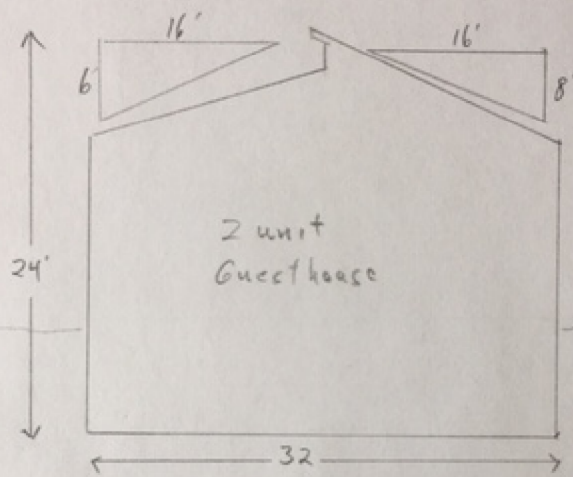
**RECEIVED**

APR 08 2022

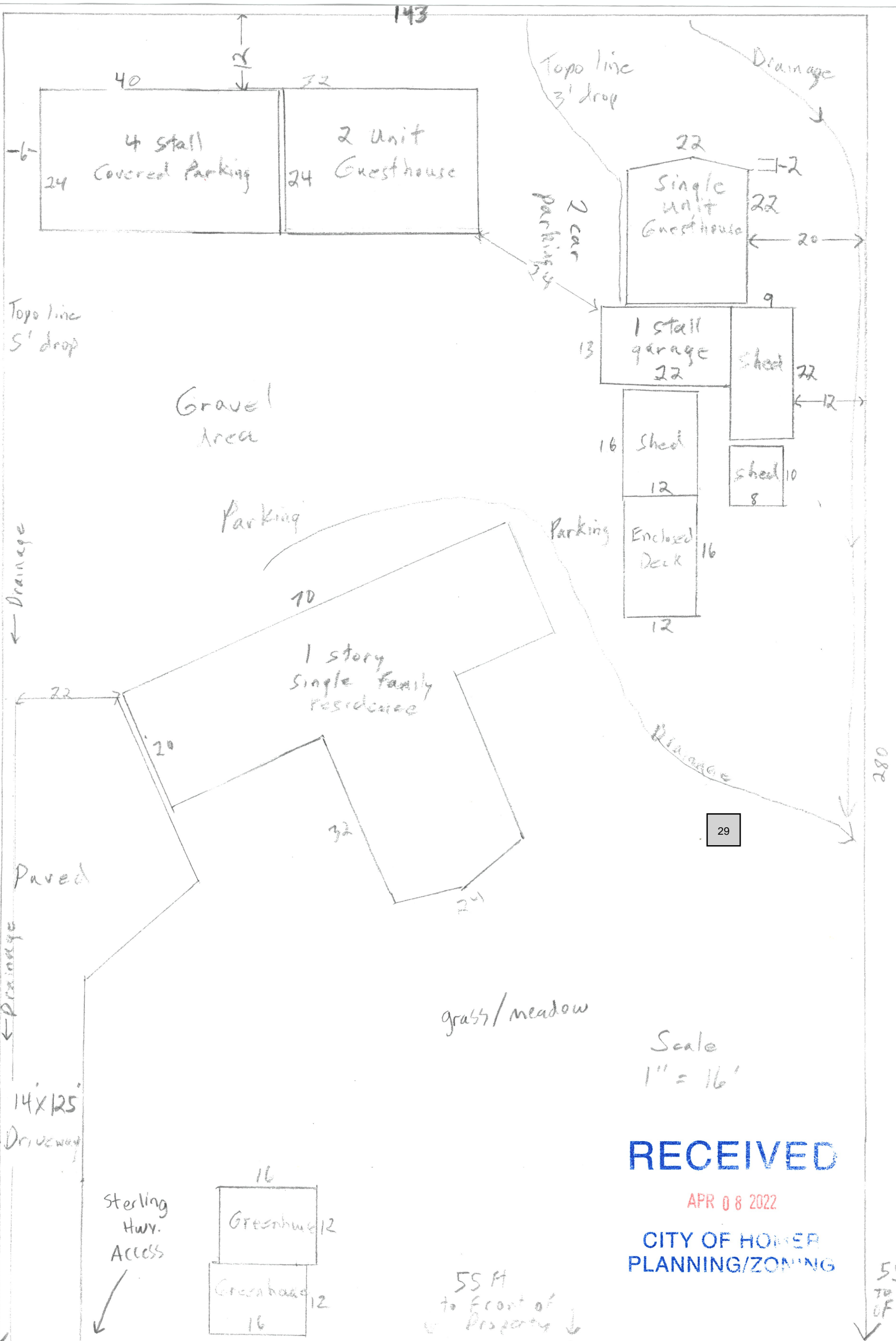
**CITY OF HOMER  
PLANNING/ZONING**

3'  
Retaining wall

# Building Elevation Drawing







Scale  
1" = 16'

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APR 08 2022

CITY OF HOMER  
PLANNING/ZONING

55 ft  
to front  
of property

55 ft  
to front of  
property

55 ft  
to front  
of property





# Map Title



## Legend

- Major Roads
- └┐ Township Lines
- ▤ Section Lines
- ▭ Parcels



## Notes

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. Do not use for navigation.

**CITY OF HOMER**  
**PUBLIC HEARING NOTICE**  
**PLANNING COMMISSION MEETING**

A public hearing on the matter below is scheduled for Wednesday, May 4, 2022 during the Regular Planning Commission Meeting. The meeting begins at 6:30 p.m. and will be conducted via Zoom webinar. Participation is available virtually or in-person at City Hall, more information below.

**A request for Conditional Use Permit (CUP) 22-03, to allow a duplex dwelling and a detached dwelling unit, in addition to a single-family dwelling at 1678 Sterling Highway, Lot 4A Bidarki Creek Subdivision Plat of Lots 2A Thru 5A, Sec. 24, T. 6 S., R. 14 W., S.M., HM 0730551 . A CUP is required for more than one building containing a permitted principal use on a lot, according to Homer City Code 21.12.030(m).**

In-person meeting participation is available in Cowles Council Chambers located downstairs at Homer City Hall, 491 E. Pioneer Ave., Homer, AK 99603.

To attend the meeting virtually, visit [zoom.us](https://zoom.us) and enter the Meeting ID & Passcode listed below. To attend the meeting by phone, dial any one of the following phone numbers and enter the Webinar ID & Passcode below, when prompted: 1-253-215-8782, 1-669-900-6833, (toll free) 888-788-0099 or 877-853-5247.

Meeting ID: 979 8816 0903  
Passcode: 976062

Additional information regarding this matter will be available by 5pm on the Friday before the meeting. This information will be posted to the City of Homer online calendar page for May 4, 2022 at <https://www.cityofhomer-ak.gov/calendar>. It will also be available at the Planning and Zoning Office at Homer City Hall and at the Homer Public Library.

Written comments can be emailed to the Planning and Zoning Office at the address below, mailed to Homer City Hall at the address above, or placed in the Homer City Hall drop box at any time. Written comments must be received by 4pm on the day of the meeting.

If you have questions or would like additional information, contact Rick Abboud at the Planning and Zoning Office. Phone: (907) 235-3106, email: [clerk@cityofhomer-ak.gov](mailto:clerk@cityofhomer-ak.gov), or in-person at Homer City Hall.

**NOTICE TO BE SENT TO PROPERTY OWNERS WITHIN 300 FEET OF PROPERTY**

.....  
**VICINITY MAP ON REVERSE**



# Vicinity Map

Bidarki Creek

Subject Lot

JENNIFER PL.

STERLING HWY.

SALTWATER DR.

## Legend



subject lot



Properties within 300 feet



City of Homer  
Planning and Zoning Department

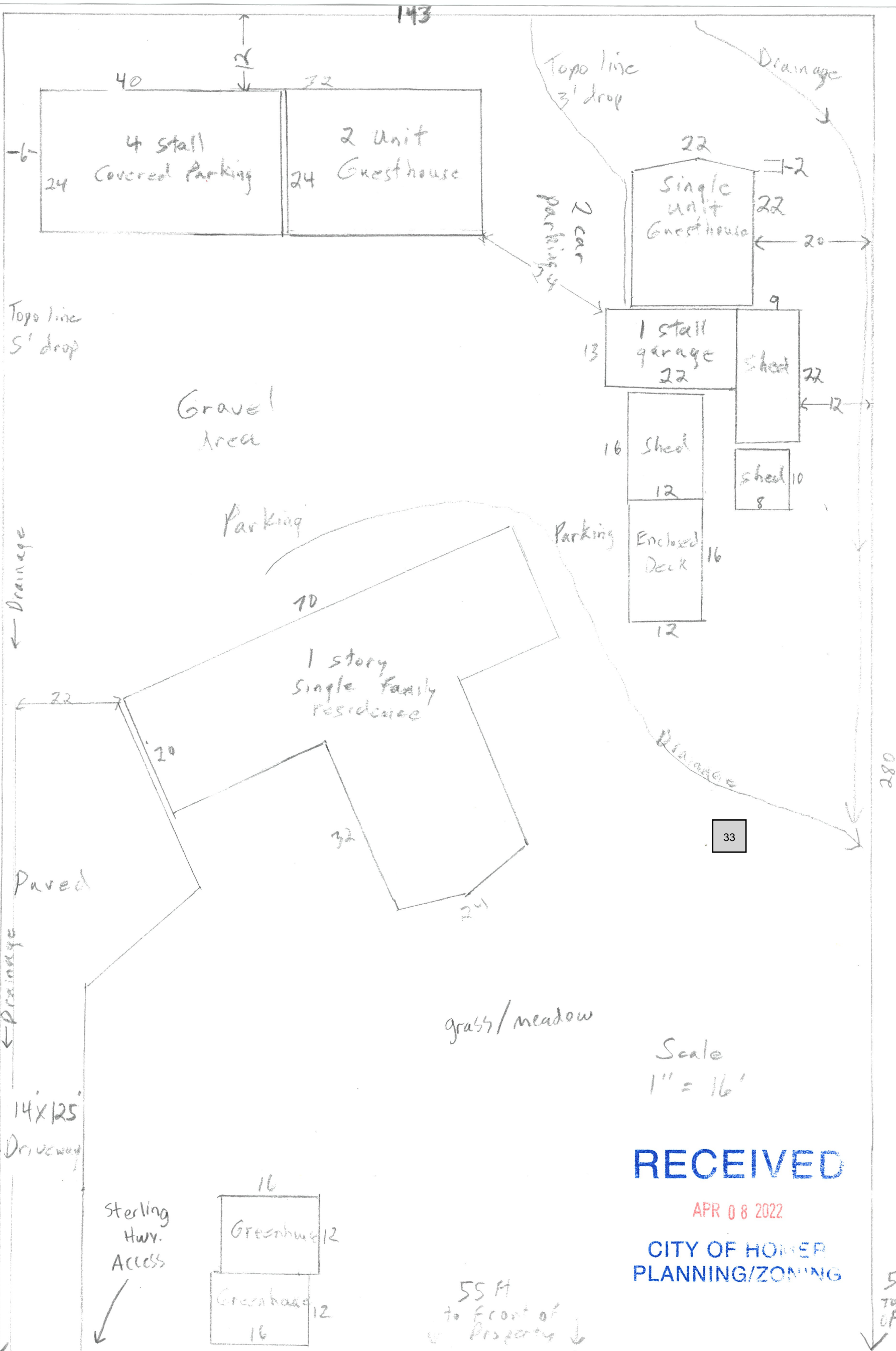
April 22, 2022

## Request for Conditional Use Permit 22-03 1678 Sterling Hwy.

Marked lots are within 300 feet and  
property owners notified



*Disclaimer:  
It is expressly understood the City of  
Homer, its council, board,  
departments, employees and agents are  
not responsible for any errors or omissions  
contained herein, or deductions, interpretations  
or conclusions drawn therefrom.*



Scale  
1" = 16'

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APR 08 2022

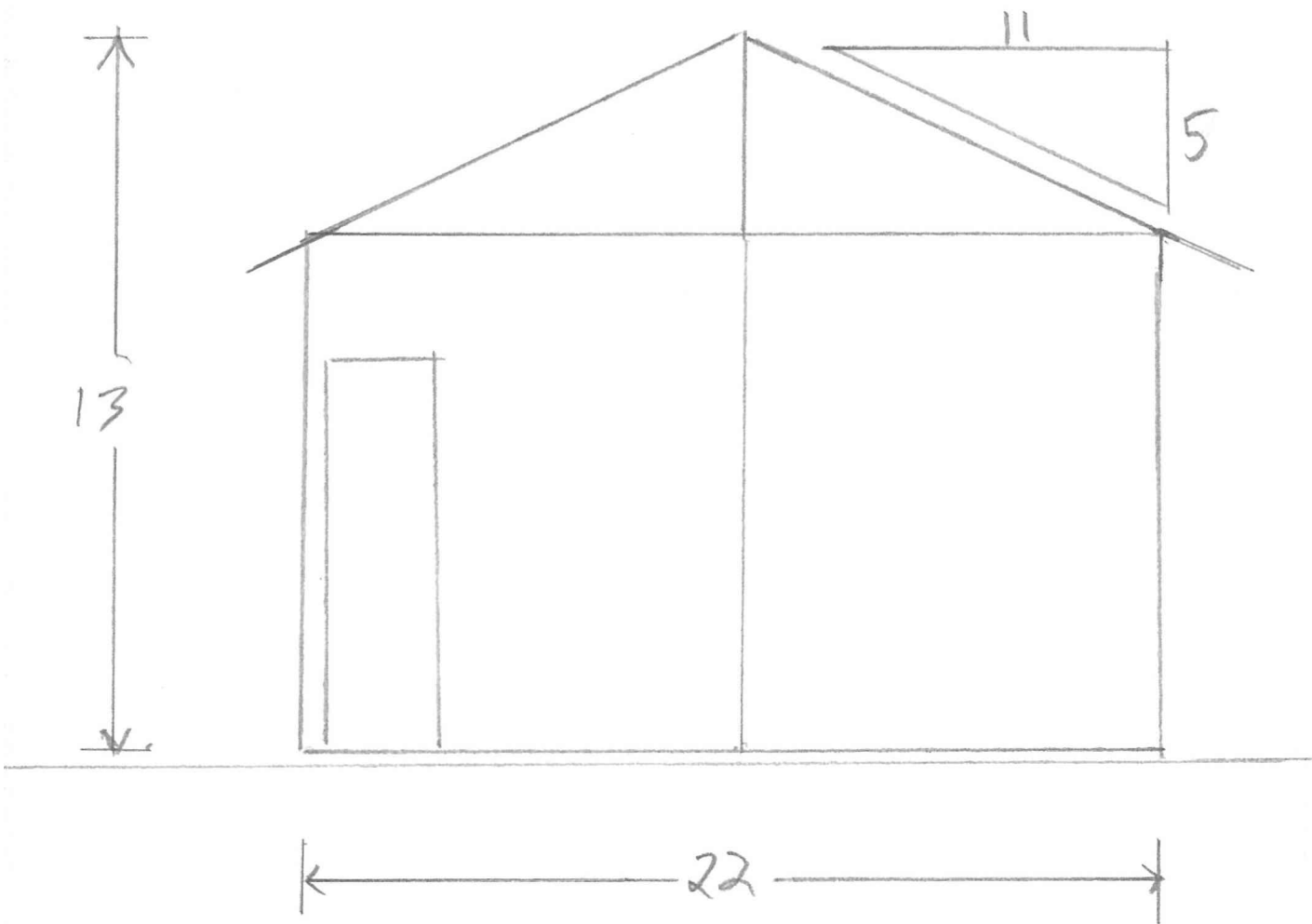
CITY OF HOMER  
PLANNING/ZONING

55 ft  
to front  
of property

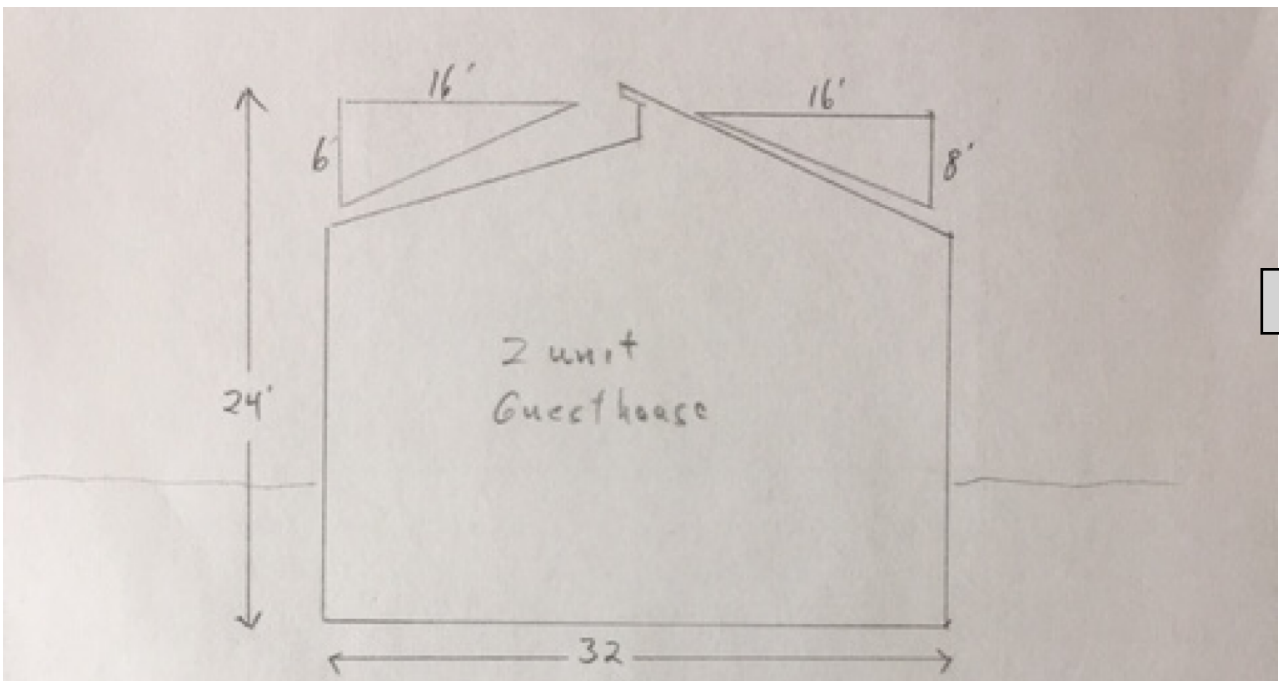
55 ft  
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property

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to front  
of property

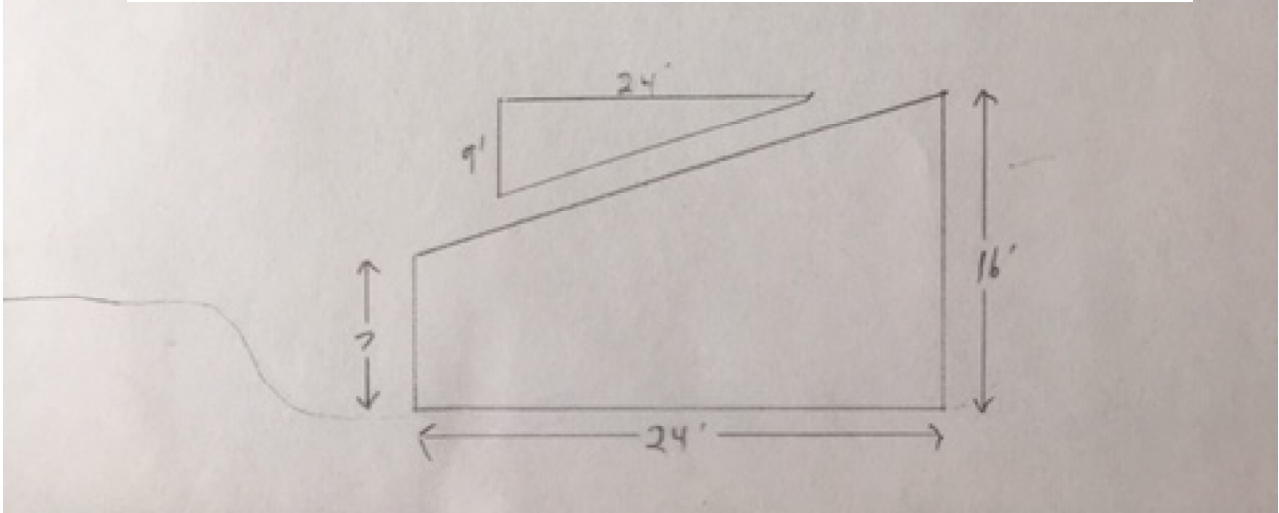
Single Unit Guesthouse elevation drawing



Two Unit Guesthouse elevation drawing



4 stall covered parking elevation drawing







# Aerial CUP 22-03



## Legend

- Major Roads
- └┐ Township Lines
- ▤ Section Lines
- ▭ Parcels



## Notes

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# City of Homer

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

## Public Works

3575 Heath Street  
Homer, AK 99603

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

(p) 907- 235-3170

(f) 907-235-3145

## Memorandum

TO: Advisory Commissions

FROM: Janette Keiser, PE, Director of Public Works

DATE: April 21, 2022

SUBJECT: Strategies for Deploying HART Road/Trails Funds to Accelerate Non-Motorized Transportation and Road Repair

---

### Issue

I will be asking Council to authorize the expenditure of HART Funds to accelerate the development of non-motorized transportation routes and road repairs.

The purpose of this memorandum is to brief you on the matter and encourage your support. I will be presenting this memorandum to City Council at the April 25<sup>th</sup> Work Session, with possible carry-over conversation occurring at the Committee of the Whole. The ordinances representing the actual appropriations would have their first reading on May 9<sup>th</sup> and second reading on May 25<sup>th</sup>.

### Background & Summary of Request

We have an opportunity to accelerate fulfillment of two important goals. First, one of the City Council's priorities from the 2022 Visioning Session, is increasing opportunities for non-motorized transportation. Second, one of the City's obligations is to make sure City roads are properly maintained. The City Council has developed multiple tools to help achieve these goals:

<u>Tool &amp; Enabling Legislation</u>	<u>Original Appropriation</u>
• Small Works Road Repair Program (Ord. 20-33)	\$175,000
• Small Works Drainage Program (Ord. 20-34)	\$110,000
• IDIQ Contract to East Road Services (Reso. 21-051)	\$125,000
• Small Works Trails Maintenance Program (Ord. 20-36(S))	\$ 36,000

These programs allowed us to achieve results that went above and beyond typical maintenance work. (A brief description/history of each program is described in following pages.)

There is still a lot of unmet need, which is outlined in the City's Road Financial Plan, the model for which was adopted by City Council, Resolution 21-028, as a means to guide the development of transportation/drainage capital improvement and major maintenance projects. The Road Financial Plan programs the expenditure of HART Road funds with the goal of "fixing the worst first".

There are projected to be substantial increases in sales taxes in FY 22-23. Since the HART Fund is built from sales taxes, this will mean substantial increases to the HART Road and Trails Funds. We propose to invest these



funds to (1) continue making progress on repairing the worst of our roads and (2) accelerating development of sidewalks and trails, by enhancing existing tools and creating a new one:

• Create new Non-Motorized Transportation Opportunity Program	\$850,000
• Create new Pavement Restoration Program	\$500,000
• Enhance existing Small Works Drainage Repair Program	\$50,000
• Enhance existing Small Works Road Repair Program	\$230,614
• Enhance existing IDIQ Contract for road repair work with East Road Services	\$230,614
• Enhance existing Small Works Trail Maintenance Program	<u>\$56,803</u>
Total Investment in Transportation	\$1,918,031

I have input these programs into the Road Financial Plan to analyze the short and long term impact on the overall health of the HART Fund. The HART Fund is sufficiently robust to support these investments, even if all the forecast sales tax increases do not materialize.

---

### DESCRIPTION/HISTORY OF EACH PROGRAM

#### I. Create new Non-Motorized Transportation Opportunity Program

<b>Proposed Investment</b>	<b>Sidewalks - \$750,000</b>	<b>Trails - \$100,000</b>
----------------------------	------------------------------	---------------------------

The City would be in a stronger position to secure grant funding and negotiate with private developers to create non-motorized routes if we (a) knew how much they would likely cost and (b) were able to contribute to costs. The way to achieve these goals is to establish a fund that can be used to plan, survey, design, and construct non-motorized transportation routes on an opportunistic basis. For example, property owners/developers would be more willing to collaborate on non-motorized routes, if the City could pay incremental costs. Also, AK DOT would be more willing to collaborate on securing grant funds for non-motorized projects on state roads if the City invested in survey, conceptual design and cost estimating to demonstrate what is feasible and what the likely costs would be. From what we've seen of recent Notices of Funding Opportunity ("NOFO") issued for Infrastructure Grants, such collaborations would better position us in the highly competitive grant market.

I propose the City Council create a Non-Motorized Transportation Opportunity Program, financed by the HART Road Fund and the HART Trails Fund. (The Opportunity Program would be separate from funds used for the Main Street Sidewalk and the Ben Walters Sidewalk, which are already identified in the Public Works' Road Financial Plan and budgeted in the FY 22 Capital Budget.) Contracts for specific projects would be subject to City Council authorization per the City's Procurement Manual.

I propose that \$1,500,000 be made available for this Program for sidewalks and \$100,000 be made available for trails. Examples where the Opportunity Program would be used include:

- Collaborating with the developers to:
  - a. Design/construct a path on Fairview Avenue adjacent to the Terra Bella Subdivision, which is currently in the process of being platted. An easement has been created for that purpose but the developer is not responsible for building the path. (See Attachment 1.)
  - b. Design/construct a sidewalk between the end of Eric Lane and the west end of Fairview Avenue, through the Foothills Subdivision. Construction could be this summer. (See Attachment 1.)

- c. Design/construct a path between a new residential development adjacent to Jack Gist Park, to the park, using an easement created for this purpose. Construction could be this summer. (See Attachment 2.)
- d. Design/construct a path from East End Road to Jack Gist Park in an easement, which is being created for this purpose in a new residential development. Construction could be this summer. (See Attachments 3 and 4.)
- Develop conceptual design and cost estimates for:
  - a. A non-motorized route running parallel to Kachemak Drive, possibly dove-tailing with the Kachemak Sponge Green Infrastructure Storm Water Management Project and in collaboration as well as grant sponsorship with the AK DOT.
  - b. A non-motorized route on the lower portion of West Hill Road, possibly in collaboration as well as grant sponsorship with the AK DOT. (See Attachment 1.)

### **Recommendation:**

That each Commission support the deployment of HART Funds for the new Non-Motorized Transportation Opportunity Program.

## **II. Create Pavement Restoration Program**

### **Proposed Investment - \$500,000**

We had \$177,895 budgeted in the FY 22/23 Capital Budget for grinding and paving East Bayview Ave, which had been assessed, using the PACER condition evaluation methodology we introduced in 2020, as being in dire need of pavement restoration. The Road Financial Plan calls for the investment of two – \$175,000 grind and pave projects every other year. We have learned this is not enough. First, due to the substantial increases in the cost of oil, which is a necessary component of asphalt, the cost of asphalt has sky-rocketed. Second, as we've been updating our Road Condition Assessments for our other paved roads, we're finding more of Homer's paved roads need restoration than previously thought. Further, some of them don't need just a face lift, but a complete reconstruction.

We have commissioned one of our Term Contract engineers to help us evaluate our pavements and identify the most cost effective options for restoration. Once we have this information, we'll be able to adjust the Road Financial Plan in a sensible way and plan for implementation. In the meantime, we know we need to work on a couple of high traffic roads and the \$177,895 will not cover the costs. Our goal is to prevent further deterioration before the road bases themselves are compromised. We'd like to create a Pavement Restoration Program, which we can access for high priority projects.

### **Recommendation:**

That each Commission support the deployment of \$500,000 from the HART Road Fund for the Pavement Restoration Program.

**III. Enhance existing Small Works Drainage Repair Fund****Proposed Investment - \$50,000**

With the adoption of Ordinance 20-34, the City Council created the Small Works Drainage Repair Program and obligated \$110,000 to it. This program allowed us to achieve drainage repairs that went above and beyond our typical maintenance services. For example, here are some representative improvements we achieved:

- Replaced corroded storm drain leads on Main St., Bartlett St., etc. \$29,337
- Rebuilt a blocked culvert installation on Early Spring St. \$5,000
- Purchased CMP culverts before price increased in 2021 \$45,000

\$79,336.75

The HART Road Fund is expected to earn an additional \$511,228 in FY 22. We propose that a portion of this, \$50,000, be allocated to the Small Works Drainage Program so we can continue to make progress on repairing spot drainage issues.

**Recommendation:**

That each Commission support the deployment of \$50,000 from the HART Road Fund for the Small Works Drainage Program.

**IV. Enhance existing Small Works Road Repair Program****Proposed Investment - \$230,614**

With the adoption of Ordinance 20-33, the City Council created the Small Works Road Repair Program and obligated \$175,000 to it, to facilitate repair and restoration of Homer's roads with work that went above and beyond our typical maintenance services:

- Increased the gravel thickness – multiple roads \$26,000
- Dug out frost boils on Sprucewood Drive, west \$ 7,048
- Dug out frost boils on Eagle Place \$94,597<sup>1</sup>
- Dug out frost boils on Eagle View Drive \$47,155<sup>2</sup>

\$175,000

There is still a lot of unmet need. Here is the estimated value of work that still needs to be done, which is set forth in the Road Financial Plan:

- Dig out Frost Boils \$350,000
- Add gravel to driving surfaces – multiple roads \$300,000
- Repaving projects \$3,500,000
- Repair guard rails on Highland Drive \$25,000
- Install new guard rail on Fairview Ave at Woodard Creek \$35,000

<sup>1</sup> Work was done under the IDIQ contract with East Road Services.

<sup>2</sup> Work was done under the IDIQ contract with East Road Services.

The HART Road Fund is expected to earn an additional \$511,228 in FY 22. We propose that a portion of this, \$230,614, be allocated to the Small Works Road Repair Program so we can continue to make progress on repairing the worst of our spot road problems.

**Recommendation:**

That each Commission support the deployment of \$230,614 from the HART Road Fund for the Small Works Road Repair Program.

**V. Enhance existing IDIQ Contract for Road Repair with East Road Services**

**Proposed Investment - \$230,614**

With the adoption of Resolution 21-051, the City Council awarded an Indefinite Duration, Indefinite Quantity (“IDIQ”) contract to East Road Services in the amount of \$125,000, funded by the Small Works Road Repair Program. This was the result of a publicly bid procurement for which East Road Services submitted the only bid. We used this contract to accomplish the following work:

- |   |                 |
|---|-----------------|
| • Dug out frost boils on Eagle Place      | \$94,597        |
| • Dug out frost boils on Eagle View Drive | <u>\$47,155</u> |
|   | \$141,752       |

There is still unmet need, set forth in the Road Financial Plan:

- |   |             |
|---|-------------|
| • Frost Boil dig outs, estimated value of work needed | \$ 500,000  |
| • Road base reconstructions                           | \$4,500,000 |

The HART Road Fund is expected to earn an additional \$511,228 in FY 22. We propose that a portion of this, \$230,614, be allocated to the East Road Services IDIQ Contract, separate from the Small Works Road Repair Program, so we can continue to make progress on digging out frost boils.

**Recommendation:**

That the Commissions support the deployment of \$230,614 from the HART Road Fund for the East Road Services IDIQ Contract.

**VI. Enhance existing Small Works Trails Maintenance Fund**

With the adoption of Ordinance 20-36(S), the City Council created the Small Works Trails Program to facilitate repair, restoration and enhancement of Homer’s trails and authorized initial funding of \$36,000 from the HART Trails fund. The intent was to use these funds for planning, design and execution of smaller projects that were more than ordinary maintenance but less than capital projects on the Public Works Capital Improvement Program.

Here are representative improvements we achieved with these funds:

- We designed an ADA accessible trail from Fairview Avenue to Karen Hornaday Park, with helped us develop a cost estimate and grant application. This project has been awarded a \$150,000 grant from the Federal Transportation Admin's Recreation Trails Program. Construction will done at the same time we rebuild the access road and parking lot at the Park.
- We worked with the Homer Land Trust to widen, stabilize and upgrade the Poopdeck Trail system for ADA accessibility.
- We hired Corvus Design to develop a concept for more defined trails, including an ADA accessible sculpture trail, around Bishop's Beach Park. We will build these trails as funds allow.
- We acquired equipment to enable us to keep the Poopdeck Trail, Storybook Trail and other trails in the urban corridor walkable in the winter.
- We acquired trail counters, which allow us to track the numbers of people traversing various trails. This data helps us focus planning and maintenance on the most heavily used trails.

There is still more work to be done, such as:

- Realign the upper section of the Reber Trail to reduce the steep ascent and erosion. (See Attachment 1.)
- Enhance the lower section of the Reber Trail to facilitate parking and develop a defined trail head. (See Attachment 1.)
- Adjust sections of the trails between Islands/Oceans and Bishop's Beach to make them more ADA friendly.
- Develop a defined trail head to the trail that goes from the end of Danview Ave down to Woodard Creek. (See Attachment 1.)
- Use concepts from the Wayfinding Plan to develop/install wayfinding signs to Homer's trails.
- Plan and design trails in subdivisions that are in the process of platting or development, particularly looking for opportunities to create connectivity as they arise. (See
- Prepare a formal update to the City's 2004 Non-motorized Trails & Transportation Plan in preparation for the City's efforts to fast forward a new Comprehensive Plan

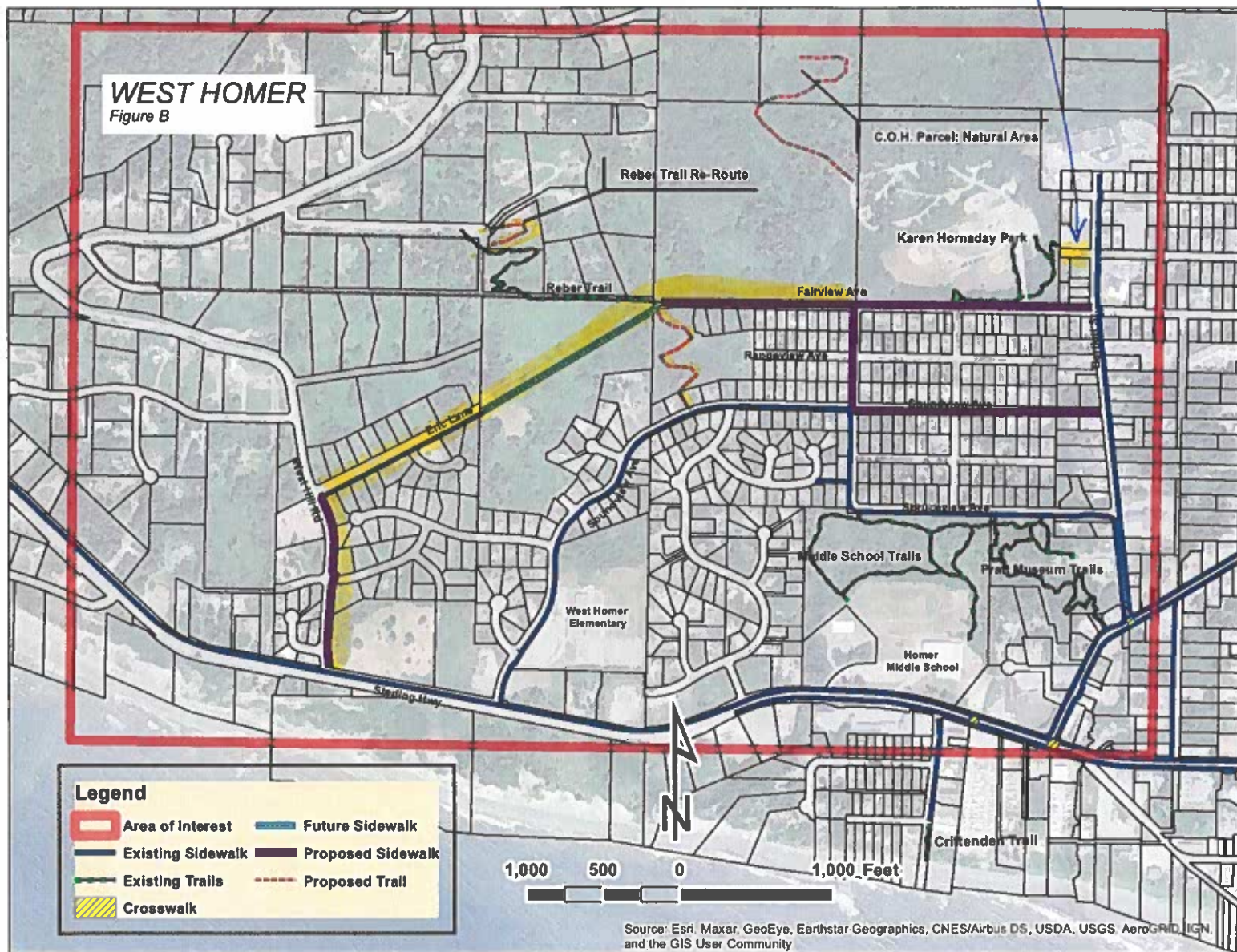
We propose to direct the projected increases in HART Trail Fund revenues for FY 22, \$56,803, to the Small Works Trails Program so we can continue to make progress on repairing and enhancing Homer's trail system. In the event the forecasted revenue increases don't materialize, there are still sufficient funds in the HART Trails Fund to finance this program.

### **Recommendation:**

That each Commission support the deployment of additional HART Trails Funds for the Small Works Trails Maintenance Program.

Attached:        Attachments 1 – 4 Roads & Trails Maps  
                      Road Financial Plan Spreadsheet  
                      Draft Ordinances

*Danview Trail/Head to Woodland Creek*



*Attachment 1*



Attachment 2

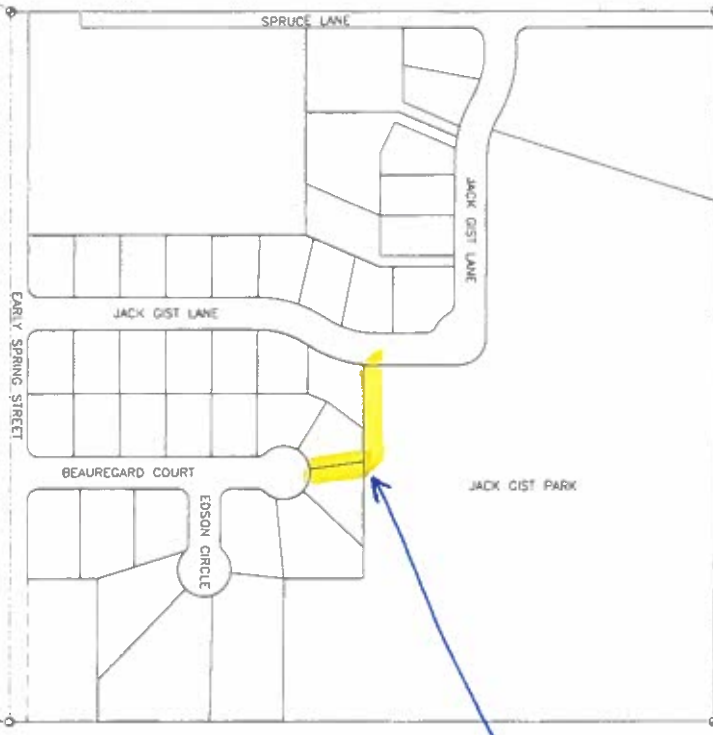
JACK GIST LANE			
STATION	NORTHING	EASTING	CURVE DATA
POB 10+00	107,249.6814	100,800.4840	
PC 14+63.20	107,249.4301	101,263.6842	RADIUS=200.00'
PRC 15+79.84	107,216.3139	101,373.8018	RADIUS=200.00'
PT 16+96.77	107,183.1977	101,484.2150	
POE 18+54.42	107,183.3451	101,641.8676	

BEAUREGARD COURT			
STATION	NORTHING	EASTING	CURVE DATA
POB 20+00	106,955.0014	100,800.9738	
POE 25+11.54	106,954.7238	101,312.5141	

EDSON CIRCLE			
STATION	NORTHING	EASTING	CURVE DATA
POB 20+00	106,955.0014	100,800.9738	
POE 25+11.54	106,954.7238	101,312.5141	

N1/16 SEC. 15  
3-1/4" ALCAP MON  
1301-S 1974  
N=107,811.0933  
E=100,799.5510

NW1/16 SEC. 15  
3-1/4" ALCAP MON  
1301-S 1974  
N=107,810.3740  
E=102,120.5800



1/4 SECS. 16/15  
2-1/2" BRASS CAP MON  
3686-S (NO DATE)  
N=106,493.1925  
E=100,801.7413

CW1/16 SEC. 15  
3-1/4" ALCAP MON  
1301-S 1974  
N=106,492.2624  
E=102,122.9815

## SURVEY CONTROL

### BASIS OF BEARING

1. BASIS OF BEARING FOR THIS SURVEY WAS DETERMINED BY A HIGH PRECISION GPS SURVEY USING TOPCON DUAL-FREQUENCY HiPer V RECEIVERS, DIFFERENTIALLY CORRECTED AND PROCESSED WITH MAGNET OFFICE VERSION 3.1 SOFTWARE. NAD83 ALASKA STATE PLANE GRID COORDINATES (U.S. SURVEY FEET) OBTAINED FROM THE GPS OBSERVATIONS WERE BASED ON THE NGS PUBLISHED VALUES FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" (PID T10155).

2. TRUE BEARINGS AND DISTANCES WERE DETERMINED BY ROTATING AND SCALING FROM GRID USING FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" AS A SCALING POINT. TRUE BEARINGS WERE DETERMINED BY ROTATING GRID INVERSE AZIMUTHS -1°17'13.4". TRUE DISTANCES WERE OBTAINED BY DIVIDING GRID INVERSE DISTANCES BY 0.999986696.

3. THE RESULTING SCALED COORDINATES WERE TRANSLATED TO A LOCAL COORDINATE SYSTEM BASED ON FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" N=100,000 E=100,000. ALL COORDINATE VALUES REPRESENT GROUND DISTANCES IN U.S. SURVEY FEET ORIENTED TO TRUE NORTH.

### BASIS OF VERTICAL DATUM

BASIS OF VERTICAL DATUM FOR THIS SURVEY IS THE NAVD83 NGS PUBLISHED VALUE FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" (PID T10155). ORTHOMETRIC HEIGHTS (ELEVATIONS) WERE DETERMINED FROM ELLIPSOID HEIGHTS USING GEOID12B. ELEVATIONS ARE IN U.S. SURVEY FEET.

### PROJECT CONTROL POINT

KACHEMAK DRIVE VAULT  
N=110,389.1808  
E=110,033.8252  
EL=63.18

X CHISELED ON CONCRETE LID OF STORM DRAIN MANHOLE AT SOUTH EDGE KACHEMAK DRIVE APPROXIMATELY 890 FEET SOUTH OF EAST END ROAD / KACHEMAK DRIVE INTERSECTION

**CITY OF HOMER  
PUBLIC WORKS DEPT  
APPROVED FOR  
CONSTRUCTION**

### SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA THAT THIS PLAN REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT TO THE BEST OF MY KNOWLEDGE.

DATE 9/4/2020 REGISTRATION NO. 7538-S

REGISTERED LAND SURVEYOR



JACK GIST SUBDIVISION NO. 3  
ROAD, WATER AND SEWER IMPROVEMENTS  
SURVEY CONTROL

PREPARED FOR  
TELECOM DEVELOPMENT, LLC  
HOMER, ALASKA 99603

BISHOP ENGINEERING, LLC  
PO BOX 2501 HOMER, AK 99603-2501  
(907) 238-7100 www.bishop-engineering.com

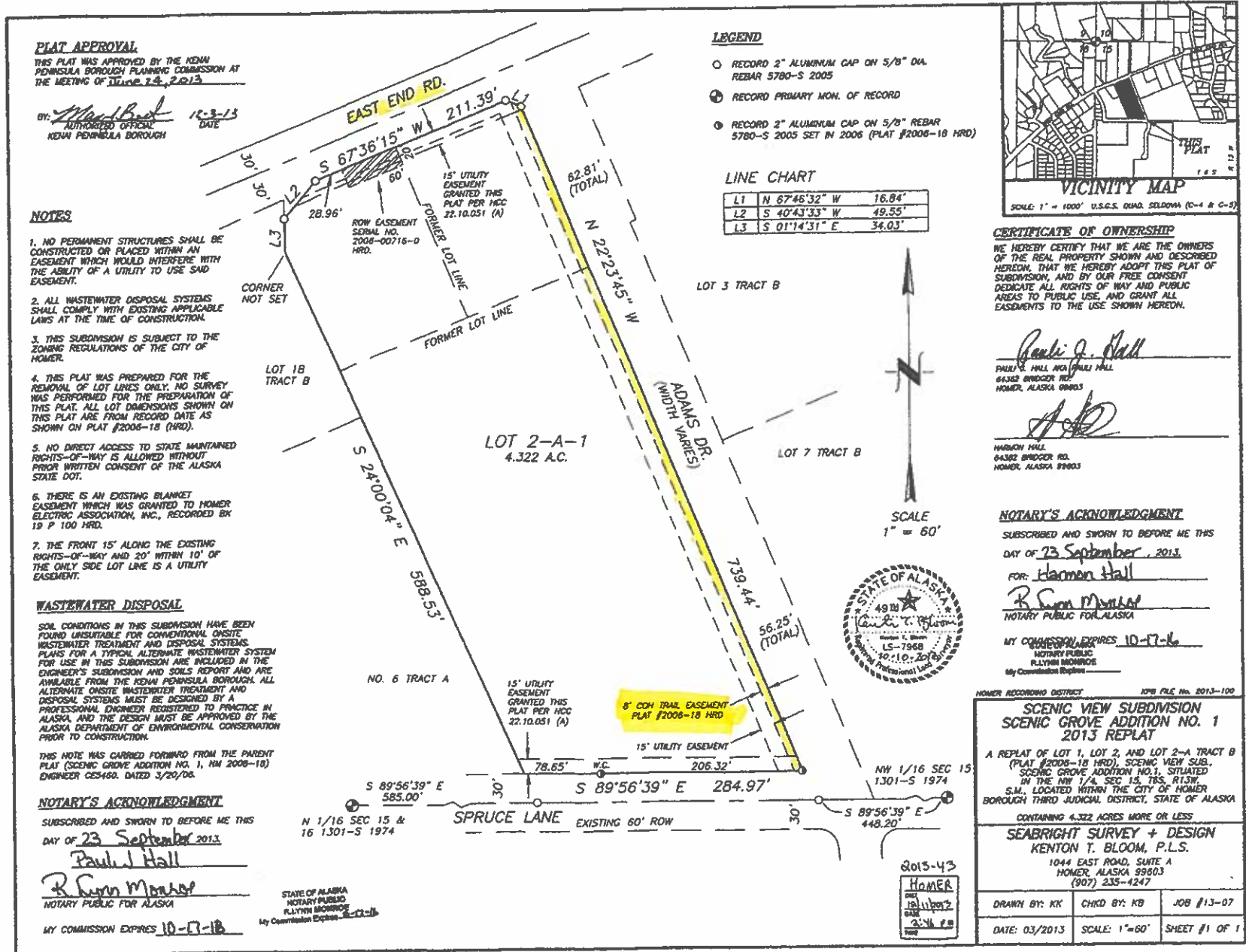
DATE 9/4/2020  
BY JES  
CHECKED JES  
SCALE AS SHOWN  
PLOT NO. 2020-10

SHEET NO.  
C-1

Parcel 179 240 36

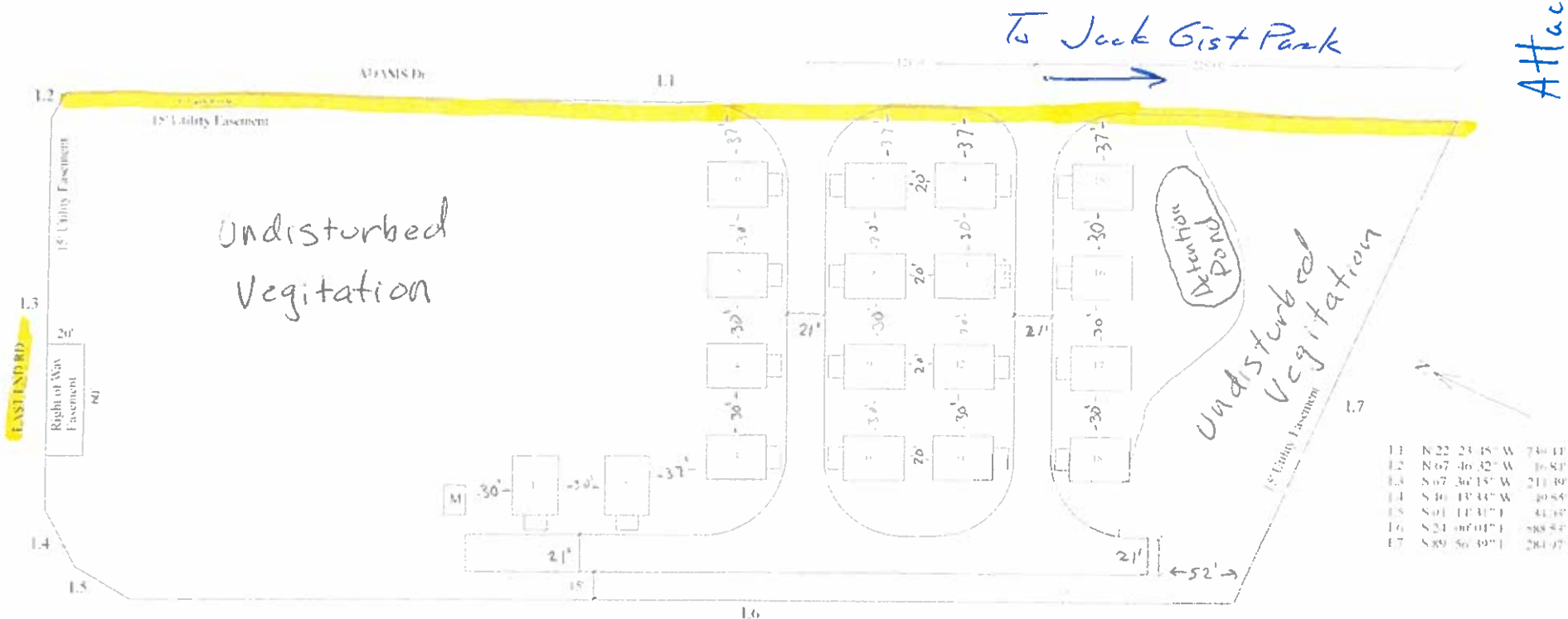
2161 E. End Rd

Attachment 3





Attachment



Units are numbered 1 - 18  
 "M" is Maintenance Building 16ft X 12ft  
 All 18 Units are 24ft X 32ft  
 All 18 Units are 2 bedrooms 1 bath (768 sq ft)  
 All 18 Porches are 12ft width X 8ft deep

Liberty Investments, L.L.C.  
Laid out by: Bill Hand  
Drawn by: MW  
Scale: 1" = 50'  
2161 East End Rd  
KPB Parcel #17924036  
18 Cabins 768 sq ft each

Road Financial Plan w-\$811,000 Transfer & Enhanced Road Programs							
Projects in Blue - Repaired with funds from the Small Works Roads Repair Program			Projects in Orange - Funding goes beyond a 10 year horizon			Projects in Green - Funded	
		Year 0 July 2020- June 2021	Year 1 June 2021 - July 2022	Year 2 July 2022 - June 2023	Year 3 July 2023 - June 2024	Year 4 July 2024 - June 2025	Year 5 July 2025 - June 2026
<b>Grind &amp; Repave Projects</b>							
FY22-\$177,895	E. Bayview Ave to Bayview Ct			\$ 177,895			
	W. Bayview Ave						
	Bay Ave					\$ 175,000	
	Island View off Town Heights					\$ 175,000	
	Woodside						
	Klondike						
	E Street						
	Svedlund Circle						
	Lake Side Circle						
	B Street						
	Pine Terrace Circle						
	Tulin Terrace Blvd						
	Spruce Terrace Circle						
	A Street						
	Ohlsen to intersection of Main						
<b>Road base reconstruction projects</b>							
FY22 - \$240,000 - Road base reconstruction	Karen Hornaday Park Road		\$ 510,000				
FY 22 - \$120,000 - KHP	Rangeview Ave				\$ 150,000		
FY 22 - \$150,000 - Trail grant	Ohlson Lane						\$ 200,000
	Sprucewood Dr						
	Shelford Street						
	W. Bunnell Ave						
	Lampert Lane						
	Mission Road						
	Pleasant Way						
	Rainbow Place						
	Kalalock Ct.						
	Meadow Drive						
	Spruce Lane						
	Wright Street						
	Paintbrush Court						
	Paintbrush Street						
	Woodside Ave						
	Bayview Court						
	Calhoun Court						
	W City View Ave						
	Spruce Circle						
<b>Dig out Frost Boils</b>	Eagle View Drive - Diamond Willow to Garden Park		\$ 47,155				
FY 22 - Small Works Roads Repair \$70,000	Sprucewood - near west entrance by Roger's Loop		\$ 7,048				
	Eagle Place		\$ 94,597				
	Sprucewood - 2200- 2240						

		Year 0 July 2020- June 2021	Year 1 June 2021 - July 2022	Year 2 July 2022 - June 2023	Year 3 July 2023 - June 2024	Year 4 July 2024 - June 2025	Year 5 July 2025 - June 2026
	Crossman Ridge Road - Skyline to Gate						
	Garden Park Road - at 1630						
	Emerald Place - 135 LF				\$ 75,000		
	Bay Vista Pl. and Bay Vista Court				\$ 75,000		
	Fireweed Lane				\$ 75,000		
	Fireweed Avenue					\$ 75,000	
<b>Add Gravel</b>	Saltwater						
	Alder Lane						
	Dewberry Lane						
	E. Fairview						
	Hanso Ave				\$ 15,000		
	Dehel Ave				\$ 15,000		
	Hidden Way				\$ 15,000		
	Kalalock Ct				\$ 15,000		
	Orion Circle				\$ 15,000		
	Emerald Road				\$ 15,000		
	Diamond Creek PL				\$ 15,000		
	Queets Circle				\$ 15,000		
<b>Sidewalks</b>	Main Street Sidewalk - design						
		\$ 110,700					
	Main Street Sidewalk - construction		\$ 1,100,000				
FY 22 - E Fairview Trail - design - \$30,000	E. Fairview Ave Path - design			\$ 30,000			
	E. Fairview Ave Path - construction				\$ 75,000		
	Ben Walters Way Sidewalk - design & survey		\$ 100,000				
	Ben Walters Way Sidewalk - construction			\$ 1,500,000			
	Svedlund/Herndon to Senior Citizens Center - design & construction					\$ 500,000	
	W. Fairview Avenue path- design						\$ 40,000
<b>Drainage</b>	Small Works Drainage program	\$ 110,000	\$ 25,000		\$ 25,000	\$ 50,000	\$ 50,000
	Horizon Court Landslide Repair	\$ 20,000					
	Woodard Creek Culvert - design & construction	\$ 463,353					
	Update to Drainage Master Plan	\$ 90,000					
	Mt. Augustine Drainage Improvements - design & construction	\$ 97,000	\$ 100,000				
	Checkerboard Sponge Unit of Green Stormwater System - loan payment			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

		Year 0 July 2020- June 2021	Year 1 June 2021 - July 2022	Year 2 July 2022 - June 2023	Year 3 July 2023 - June 2024	Year 4 July 2024 - June 2025	Year 5 July 2025 - June 2026
	Beluga Lake Unit of Green Stormwater System - loan payment			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
	Beluga Slough Unit of Green Stormwater System - loan payment			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
	Bidarki Creek Unit of Green Stormwater System			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
<b>Misc</b>	CMMS - Road Share		\$ 23,333				
	Update to Design Criteria Manual - Road Share		\$ 15,000				
	PW Campus Mitigation Plan		\$ 25,000				
	Snow Storage		\$ 20,000				
	Fuel Island Replacement - Design		20,000				
	Fuel Island Replacement - Construction			\$ 190,000			
	Road share of Ocean Drive SAD	\$ 52,606					
Ord 17-40(A) = minimum \$500K to be allocated to capital projects from HART Roads	<b>TOTAL CAPITAL PROJECTS</b>	\$ 943,659	\$ 2,087,133	\$ 2,097,895	\$ 795,000	\$ 1,175,000	\$ 490,000
Non-Motorized Transportation Opportunity Program				\$ 850,000			
Pavement Restoration Program				\$ 500,000			
Enhance Small Works Drainage Repair Program				\$ 50,000			
Enhance Small Works Road Repair Program				\$ 230,614			
Enhance IDIQ Contract for road repair				\$ 230,614			
From Fleet Replacement Schedule	<b>FLEET REPLACEMENTS</b>	\$ 416,000	\$ 609,999	\$ 31,666	\$ 109,166	\$ 458,333	\$ 15,000
Covers Winter Roads, Gravel Roads and Pave Roads elements in PW Operating Fund	<b>EST. TRANSFER TO GENERAL FUND</b>	\$ 800,000	\$ 818,364	\$ 849,077	\$ 850,000	\$ 850,000	\$ 850,000
	<b>TOTAL EXPEDITURES FROM HART FUND</b>	\$ 2,159,659	\$ 3,515,496	\$ 4,839,866	\$ 1,754,166	\$ 2,483,333	\$ 1,355,000
	<b>REVENUES</b>	\$ 1,200,000	\$ 1,322,458	\$ 1,833,687	\$ 1,925,371	\$ 1,700,000	\$ 1,700,000
	<b>BALANCE</b>	\$ 6,746,078	\$ 4,553,040	\$ 1,546,861	\$ 1,718,066	\$ 934,733	\$ 1,279,733

1  
2 **CITY OF HOMER**  
3 **HOMER, ALASKA**

4 City Manager/  
5 Public Works Director

6 **ORDINANCE 22-XXX**  
7

8 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA AMENDING THE  
9 FY22 CAPITAL BUDGET TO ALLOCATE \$500,000 FOR NEW PAVEMENT  
10 RESTORATION PROGRAM FROM THE HART ROAD FUND. CITY  
11 MANAGER/PUBLIC WORKS DIRECTOR.  
12

13 WHEREAS, We had \$177,895 budgeted in the FY 22/23 Capital Budget for grinding and paving  
14 East Bayview Ave, which had been assessed, using the PACER condition evaluation  
15 methodology we introduced in 2020, as being in dire need of pavement restoration; and

16 WHEREAS, The Road Financial Plan calls for the investment of two – \$175,000 grind and pave  
17 projects every other year; and

18 WHEREAS, We have learned this is not enough because due to the substantial increases in the  
19 cost of oil, which is a necessary component of asphalt, the cost of asphalt has sky-rocketed;  
20 and

21 WHEREAS, We're finding more of our paved roads need restoration than previously thought  
22 and some of them don't need just a face lift, but a complete reconstruction.

23 WHEREAS, We have commissioned one of our Term Contract engineers to help us evaluate our  
24 pavements and identify the most cost effective options for restoration so we can update the  
25 Road Financial Plan in a sensible way; and

26 WHEREAS, we know we need to work on a couple of high traffic roads and the \$177,895 that is  
27 currently in the budget will not cover the costs; and

28 WHEREAS, We'd like to create a Pavement Restoration Program, which we can access for high  
29 priority projects; and

30 **NOW, THEREFORE, THE CITY OF HOMER ORDAINS:**

31 Section 1. The FY 22 Capital Improvement Plan is amended to direct \$500,000 from the HART  
32 Road Fund to new Pavement Restoration Program. Contracts for individual projects will be  
33 brought to Council in accordance with Homer's Procurement Manual.

Section 2. This is a budget amendment ordinance only, is not permanent in nature, and shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 9<sup>th</sup> day of May, 2022.

CITY OF HOMER

\_\_\_\_\_  
KEN CASTNER, MAYOR

ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK

AYES:

NOES:

ABSTAIN:

ABSENT:

First Reading:

Public Reading:

Second Reading:

Effective Date:

Reviewed and approved as to form:

\_\_\_\_\_  
Rob Dumouchel, City Manager

\_\_\_\_\_  
Michel Gatti, City Attorney

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**CITY OF HOMER  
HOMER, ALASKA**

City Manager/  
Public Works Director

**ORDINANCE 22-XXX**

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA AMENDING THE  
FY22 CAPITAL BUDGET TO ESTABLISH A NON-MOTORIZED  
TRANSPORTATION OPPORTUNITY FUND IN THE AMOUNTS OF \$750,000  
FROM THE HART ROAD FUND AND \$100,000 FROM THE HART TRAILS FUND.  
CITY MANAGER/PUBLIC WORKS DIRECTOR.

WHEREAS, One of the City Council's priorities from the 2022 Visioning Session is increasing opportunities for non-motorized transportation; and

WHEREAS, The City has numerous opportunities and needs for improving existing routes and building new routes to improve connectivity, walkability and accessibility around the City's urban and rural neighborhoods; and

WHEREAS, The City has been told by the AK DOT that increased funding will be available for non-motorized transportation in the coming years and further, private developers are planning new subdivisions every year, which typically do not include provisions for non-motorized routes; and

WHEREAS, The City would be in a stronger position to secure grant funding and negotiate with private developers if we knew where we wanted non-motorized routes to go and where the terrain and other constraints allowed them to go; and

WHEREAS, We would be in a stronger position to fund projects if we had a better understanding of costs; and

WHEREAS, Opportunities may unexpectedly arise to build out or improve a non-motorized route, as we continue to build partnerships with local stakeholders and resource providers.

WHEREAS, The way to achieve all these goals is to establish a Non-Motorized Transportation Opportunity Fund, financed by the HART Road Fund and the HART Trails Fund that can be used to plan, survey, design and construct *ad hoc* non-motorized transportation routes on an opportunistic basis; and

WHEREAS, The Opportunity Fund would be separate from the project-specific non-motorized routes such as the Main Street Sidewalk and the Ben Walters Way Sidewalk, which are already programmed in the Public Works' Road Financial Plan and budgeted in the FY 22 Capital Budget; and

WHEREAS, Contracts for specific projects would still be subject to City Council authorization.

**NOW, THEREFORE, THE CITY OF HOMER ORDAINS:**

Section 1. The FY 22 Capital Improvement Plan is amended to create a Non-Motorized Transportation Opportunity Fund to pay for support the planning, design, survey, and construction of non-motorized routes in the City of Homer, on an opportunistic basis, funded as follows:

Sidewalks	HART Road Fund	\$750,000
Paths/Trails	HART Trails Fund	\$100,000

Section 2. This is a budget amendment ordinance only, is not permanent in nature, and shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 9<sup>th</sup> day of May, 2022.

CITY OF HOMER

\_\_\_\_\_  
KEN CASTNER, MAYOR

ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK

AYES:

NOES:

ABSTAIN:

ABSENT:



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71 First Reading:

72 Public Reading:

73 Second Reading:

74 Effective Date:

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77 Reviewed and approved as to form:

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79 \_\_\_\_\_

80 Rob Dumouchel, City Manager

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82 Date: \_\_\_\_\_

\_\_\_\_\_  
Michel Gatti, City Attorney

Date: \_\_\_\_\_

**CITY OF HOMER  
HOMER, ALASKA**

City Manager/  
Public Works Director

**ORDINANCE 22-XXX**

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA AMENDING THE  
FY22 CAPITAL BUDGET TO ENHANCE THE SMALL WORKS TRAILS  
MAINTENANCE FUND IN THE AMOUNT OF \$56,803, FROM THE HART TRAILS  
FUND. CITY MANAGER/PUBLIC WORKS DIRECTOR.

WHEREAS, The City Council, with the adoption of Ordinance 20-36(S), created the  
Small Works Trails Maintenance Fund, with an initial investment of \$36,000, to facilitate  
repair and restoration of Homer's trails:

WHEREAS, This program has allowed the City to achieve trail work that went above and  
beyond our typical maintenance services; and

WHEREAS, There is still a lot of unmet need and it is in the best interests of the hiking  
public to continue to make progress on the City's trails; and

WHEREAS, Sales tax revenues, from which the HART Trails Fund is built, are projected  
to increase for FY 22; and

**NOW, THEREFORE, THE CITY OF HOMER ORDAINS:**

Section 1. The FY 22 Capital Improvement Plan is amended to direct \$56,803 from the HART  
Trails Fund to the Small Works Trails Maintenance Fund:

Section 2. This is a budget amendment ordinance only, is not permanent in nature, and shall  
not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 9<sup>th</sup> day of May, 2022.

CITY OF HOMER

\_\_\_\_\_  
KEN CASTNER, MAYOR

36 ATTEST:

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40 MELISSA JACOBSEN, MMC, CITY CLERK

41

42

43 AYES:

44 NOES:

45 ABSTAIN:

46 ABSENT:

47

48

49 First Reading:

50 Public Reading:

51 Second Reading:

52 Effective Date:

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55 Reviewed and approved as to form:

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57 \_\_\_\_\_

58 Rob Dumouchel, City Manager

59

60 Date: \_\_\_\_\_

\_\_\_\_\_  
Michel Gatti, City Attorney

Date: \_\_\_\_\_

**CITY OF HOMER  
HOMER, ALASKA**

City Manager/  
Public Works Director

**ORDINANCE 22-XXX**

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA AMENDING THE FY22 CAPITAL BUDGET TO ENHANCE THE FOLLOWING PROGRAMS: SMALL WORKS ROAD REPAIR PROGRAM - \$230,614; THE SMALL WORKS DRAINAGE PROGRAM - \$50,000; AND THE IDIQ CONTRACT WITH EAST ROAD SERVICES - \$230,614 FOR A TOTAL OF \$511,228, FROM THE HART ROAD FUND. CITY MANAGER/PUBLIC WORKS DIRECTOR.

WHEREAS, The City Council created three tools to facilitate repair and restoration of Homer's roads and drainage works:

<u>Tool &amp; Enabling Legislation</u>	<u>Original Appropriation</u>
• Small Works Road Repair Program (Ord. 20-33)	\$175,000
• Small Works Drainage Program (Ord. 20-34)	\$110,000
• IDIQ Contract to East Road Services (Reso. 21-051)	\$125,000

WHEREAS, These programs allowed the City to achieve road repairs that went above and beyond our typical maintenance services; and

WHEREAS, There is still a lot of unmet need and it is in the best interests of the traveling public to continue to make progress on repairing the worst of the City's roads; and

**NOW, THEREFORE, THE CITY OF HOMER ORDAINS:**

Section 1. The FY 22 Capital Improvement Plan is amended to direct monies from the HART Road Fund to the following programs:

• Small Works Road Repair Program	\$230,614
• Small Works Drainage Program	\$ 50,000
• IDIQ Contract – East Road Services	<u>\$230,614</u>

Total \$511,228

Section 2. This is a budget amendment ordinance only, is not permanent in nature, and shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 9<sup>th</sup> day of May, 2022.

CITY OF HOMER

\_\_\_\_\_  
KEN CASTNER, MAYOR

ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK

AYES:

NOES:

ABSTAIN:

ABSENT:

First Reading:

Public Reading:

Second Reading:

Effective Date:

Reviewed and approved as to form:

\_\_\_\_\_  
Rob Dumouchel, City Manager

\_\_\_\_\_  
Michel Gatti, City Attorney

Date: \_\_\_\_\_

Date: \_\_\_\_\_



# City of Homer

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

## Planning

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Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

### Staff Report PL 22-34

TO: HOMER PLANNING COMMISSION  
FROM: RICK ABOUD, AICP, CITY PLANNER  
DATE: MAY 4, 2022  
SUBJECT: COMPREHENSIVE PLAN

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#### Introduction

The Commission calendar scheduled review of the Homer Comprehensive Plan for April and I wish to continue with the item. We heard from Matt Steffy, at last meeting, about efforts to implement items of the Non-Motorized Transportation and Trail Plan (NMTTP). I wish to provide a broader overview of the Comprehensive Plan of which the NMTTP is an element. If my schedule allows, I may supplement this staff report with a discussion of implementing sidewalks and trails.

#### Analysis

The duties and powers of the Commission are found in HCC 2.72.030 including developing and to promote public interest in and understanding of the master plan (comprehensive plan) and of general regulations with regard to planning and zoning. I did mention to those that testified at the last meeting, who stating they had no knowledge of our comprehensive plan, that we held 24 public meeting, I misspoke, it was 29. In addition to the Planning Commission, the plan was reviewed by the Parks, Art, Recreation & Cultural Advisory Commission, Library Advisory Board, and Economic Development Commission. Then it was adopted by the Homer City Council, Kenai Peninsula Planning Commission, and Kenai Peninsula Borough Assembly. My point is that it went through an extensive public process and had many advertisements for the myriad of meetings for which it was part of the agenda.

The document to which I am referring above, is just part of the plan though. HCC 21.02 describes the document and incorporates all the elements, namely:

1. Homer Comprehensive Plan (2008). *\*need to correct to 2018 as adopted*
2. Homer Master Roads and Streets Plan (1986).
3. Homer Non-Motorized Transportation and Trail Plan (2004).
4. Homer Area Transportation Plan (2005).
5. Homer Town Center Development Plan (2006).
6. Homer Spit Plan (2010).

An amendment of any of these documents required to follow the above path from city to borough for adoption. The alteration of any of these documents is expected to be done with extensive opportunity for public engagement. It is the Commission's duty to recommend a final draft for adoption of the City and Borough. Elements of the plan include, but is not limited to:

1. Statements of policies, goals, and standards;
2. A land use plan;
3. A community facilities plan;
4. A transportation plan; and
5. Recommendations for implementation of the comprehensive plan.

The Planning Commission's highest order of concern is with the Land Use Chapter. This is where the Commission is seen as the experts and represents the entire community. The Land Use Recommendations Map is a part of the chapter. A reminder of the plan goals:

- GOAL 1: Guiding Homer's growth with a focus on increasing the supply and diversity of housing, protect community character, encouraging infill, and helping minimize global impacts of public facilities including limiting greenhouse gas emissions.
- GOAL 2: Maintain the quality of Homer's natural environment and scenic beauty.
- GOAL 3: Encourage high-quality buildings and site development that complement Homer's beautiful natural setting.
- GOAL 4: Support the development of a variety of well-defined commercial/business districts for a range of commercial purposes.

You will notice the first priority in Goal 1, *to focus on increasing the supply and diversity of housing*. The broad strategy here is to encourage concentrated residential and business growth in the central area of the city, with densities decreasing in outlying areas. This is a really strong theme that supports most all aspiration of the land use chapter. We are building upon the built infrastructure, discouraging sprawl, and developing in fashion that attempts to minimize negative environmental impacts.

The goals and objectives of the plan are so very important to keep in mind as we work through the zoning recommendations. Like it or not, Homer will grow. It is our job to guide growth in the most responsible fashion possible, in consideration of the entire community. The plan functions as the road map for the future and was created with the input of many community members. The Homer City Code presents the current rules and the Comprehensive Plan foresees how the future may evolve.

## **Staff Recommendation**

Questions and conversation

## **Attachments**

2018 Homer Comprehensive Plan Chapter 4



## CHAPTER 4 LAND USE

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*Vision Statement: Guide the amount and location of Homer's growth to increase the supply and diversity of housing, protect important environmental resources and community character, reduce sprawl by encouraging infill, make efficient use of infrastructure, support a healthy local economy, and help reduce global impacts including limiting greenhouse gas emissions.*

### Overview

This chapter presents background information and policies to guide development in Homer. The first goal presents the overall goal of the land use policies. The other goals are more specific to various aspects of land use issues.

### Summary of Goals

- GOAL 1:** Guiding Homer's growth with a focus on increasing the supply and diversity of housing, protect community character, encouraging infill, and helping minimize global impacts of public facilities including limiting greenhouse gas emissions.
- GOAL 2:** Maintain the quality of Homer's natural environment and scenic beauty.
- GOAL 3:** Encourage high-quality buildings and site development that complement Homer's beautiful natural setting.
- GOAL 4:** Support the development of a variety of well-defined commercial/business districts for a range of commercial purposes.



## Context: Land Use in Homer & Surrounding Areas

### Land Use in Homer

Land use in Homer today closely corresponds to the area's unique geographical features, history of homesteading, the road system, access to Kachemak Bay, and other water resources. Two very distinct areas with very different land use characteristics developed in the last century, one on the mainland and the other on the Homer Spit. The portion of the City on the "mainland" has a ring-like land use pattern. It has a relatively concentrated, mixed use core or central business district. Transitional land uses surround the core consisting of institutional and public facilities, commercial uses, residential office, and denser, more urban residential. Farther from the central business district, larger lot/low density rural residential land uses prevail. Variations from this general pattern occur, for instance, along the Sterling Highway where roadside commercial activities are prevalent and in some instances compete with concentrated downtown activities. Additionally, the area surrounding the airport, southeast of downtown, holds most of the town's mixed industrial activities.

The Homer Spit contains its own assortment of industrial, commercial, and recreational uses. The Spit's functions and land uses fluctuate with the season; during the summer months commercial activities increase in response to the arrival of summer visitors and tourism. Activities on the Spit are sufficiently distinct and complex to warrant a separate plan, the *Homer Spit Comprehensive Plan (2011)*.

Homer's land use pattern is generally supported by the City's current zoning designations, but an eclectic mix of land uses is still found in various zoning districts (*see Appendix C-2, 2016 Zoning Map*). This mixing of uses is part of the unique character of Homer and not without benefits. The current land use zones largely fulfill their



intended functions, but in some cases do not mesh with the realities of existing or desired future use patterns. Growth in Homer will require a new set of standards to guide the form and location of future land use and development. For instance, the land downtown and extending west along the Sterling Highway is zoned central business district and gateway business district respectively. New policies are needed in the central business district to better allow for higher density and greater mixing of retail shopping, professional services, entertainment facilities, restaurants, and residential uses. The policies controlling development in the gateway business district will likely need ongoing refinement to promote business with an emphasis on the visitor industry and at the same time ensure an attractive and notable entry point to Homer and Kachemak Bay.

Homer's public water and sewer infrastructure plays a large role in shaping land use patterns in the city (*see Appendix C-4, Existing Water and Sewer Infrastructure Map*). To make the investment in public water and sewer infrastructure efficient and fair, decisions on infrastructure need to be coordinated with land use policy. For example, there are some areas within the rural residential zoning that have gained water and sewer service, providing landowners the opportunity to subdivide their lots and develop at a higher density than the existing land use classification promotes. This situation calls for a solution and is addressed in this plan.

Homer's pattern of development is also greatly influenced by environmental constraints. Steep slopes, bluff and shoreline erosion, and wetland areas make development of many parcels costly, difficult, or even unfeasible. While such areas may be unfeasible for individual development, they can have great value for the community as a whole. Drainage ways, beach areas, or steep or erodible slopes can form an integrated open space network ("green infrastructure") which supports the areas that may be developed more intensively. Environmental constraints and opportunities have an important role in guiding the character and location of new growth.

## Land Use and Growth in Homer and the Surrounding Area

The city of Homer is growing and it is likely to continue to grow (see *Chapter 2, Background Demographic Information*). As stated previously in this plan, future growth will be driven by factors including changes in the overall economy of Alaska, the future of the fishing industry, the pace of growth in the visitor industry and – probably the most difficult to forecast – the growth of Homer as a quality-of-life community for retirees, baby boomers, and other "footloose" prospective residents. If Homer remains a desirable residential destination, then it can grow, in some ways, more or less independently of changes in the conventional economic base.



Top of  
Main Street  
looking  
South to  
Bishop's  
Beach

While increasing visitation has had a great impact on the economic growth of Homer, the most significant change in Homer's real estate landscape has been the recent, rapidly growing demand for middle- to high-end residential development. This has led to substantial increases in land prices and the construction of many new homes, particularly in the area just outside of the city's perimeter, extending out East End Road and on the bench above town. This growth is an important consideration in the development of Homer's Comprehensive Plan. Residents of these developments use many of the same public and commercial services as Homer residents including police, fire, water supply, shops, restaurants, visitor and medical facilities, and public institutions like the library. Planning for services requires consideration of this growing residential demand.

## Goals & Objectives for Land Use

**GOAL I:** Guide Homer's growth with a focus on increasing the supply and diversity of housing, protect community character, encouraging infill, and helping minimize global impacts including limiting greenhouse gas emissions.

**Objective A:** Promote a pattern of growth characterized by a concentrated mixed-use center, and a surrounding ring of moderate-to-high density residential and mixed-use areas with lower densities in outlying areas.

Many of the community's most important goals are tied to the amount and location of growth. These goals include encouraging affordable housing, protecting environmental quality, creating a walkable community, and efficiently providing public services and facilities. The broad strategy behind this objective is to encourage concentrated residential and business growth in the central area of the city, with densities decreasing in outlying areas. The existing pattern of development in the city and current zoning generally follow this pattern. The alternative to this pattern – to allow this same quantity of growth to spread over a much wider area – works against all these goals.

While concentrating land uses brings many benefits, residents clearly want to maintain a sense of open space and privacy that is often associated with lower density development, particularly in residential areas. As a result, this objective of concentrated growth must be accompanied by a set of standards that ensure housing and commercial areas are well designed. The remainder of this section presents more details on the location of new development. The following sections address the character of new development.

The key element of this section is the generalized Land Use Recommendations Map (*see Appendix A-10, Comprehensive Plan Land Use Recommendations Map*). This is not a zoning map, but a general map of proposed future land uses in Homer. Before these recommendations have the force of law, a separate, subsequent process must occur to amend the City's current zoning code.

### Implementation Strategies

- Review Land Use Recommendations Map

**Objective B:** Develop clear and well-defined land use regulations and update the zoning map in support of the desired pattern of growth.

The Comprehensive Plan Land Use Recommendations Map establishes the location and intent of proposed land use districts, but does not address the standards needed to guide development.

### Implementation Strategies

- Revise zoning map
- Encourage preservation of natural system infrastructures
- Review density objectives
- Review appropriate design standards



**Objective C: Maintain high quality residential neighborhoods; promote housing choice by supporting a variety of dwelling options.**

Diverse, high-quality residential neighborhoods are crucial to the stability and economic health of Homer. Growth puts pressure on housing prices as land prices increase. Neighborhoods established decades ago with large lots face pressure as some landowners create subdivisions with smaller lots, while others would like to preserve the established neighborhood character. Housing choice is crucial to accommodate future growth as the dominant single family large lot developments clearly won't be able to meet future demand in quantity or price.

**Implementation Strategies**

- Review code for opportunities for appropriate infill
- Support options for affordable housing



**Objective D: Consider the regional and global impacts of development in Homer.**

Homer is a community that understands and appreciates its place in the context of the larger, global environment. As shown by its robust environmental nonprofit community and the work of the City's Global Warming Task Force, Homer residents look beyond their boundaries and have expressed the importance of acting locally as a way of addressing global issues.

**Implementation Strategies**

- Review opportunities that support energy efficiency for structures
- Consider land use policies that promote density and discourage sprawl

**GOAL 2: Maintain the quality of Homer's natural environment and scenic beauty.**

Homer's natural setting provides many benefits but also creates significant constraints. The characteristics of the physical setting need to be respected in guiding the location, amount, and density of development. Growth will need to be guided to meet Homer's concerns about protecting community character and the quality of the environment.

This plan takes two general approaches to guide development in relation to environmental conditions. One is to "overlay" information regarding environmental constraints and opportunities onto the Land Use Recommendations Map. This means, for example, that some portions of an area identified for development would be limited by the site-specific presence of steep slopes, wetland areas, drainage channels, etc. The second broad strategy is to recommend that appropriate standards be adopted so that where development does occur it is designed to respect environmental functions and characteristics. Examples in this category include site development policies for drainage, vegetation, and grading.

A need exists for the community to take seriously the issue of shoreline stabilization and the implications of allowing ongoing shoreline development. A process should be launched to examine the issue and put proposed solutions before the citizens.

**Objective A:** Complete and maintain a detailed “green infrastructure” map for the City of Homer and environs that presents an integrated functional system of environmental features on lands in both public and private ownership and use green infrastructure concepts in the review and approval of development projects.

Protecting the environment can be a way to achieve goals like reducing infrastructure costs and providing “environmental services” like drainage ways, parks, and trails. For example, protecting the integrity of a stream channel can help provide cost-effective drainage solutions and also provide a trail corridor. The challenge in carrying out these types of actions is that most land in Homer is already split into many individual private parcels. This objective provides the first step in solving this challenge by creating a complete base of knowledge regarding environmental features on land regardless of ownership. Specific steps to establish a system of green infrastructure are found in Appendix C-7.

Maps of important environmental features, processes, and key open space areas are valuable to the extent this information shapes decisions about development. In particular, this information is critical to protect features that cross boundaries of multiple parcels; e.g., streams and trails. This action not only protects open space values, but increases the value of neighboring properties for developers.

#### **Green Infrastructure Defined**

*Green infrastructure is defined as an interconnected network of natural areas and other open spaces that conserves natural ecosystem values and functions, sustains clean air and water, and provides a wide array of benefits to people and wildlife. In contrast to traditional approaches to open space conservation, green infrastructure is integrated with and linked to development. Green infrastructure is a way of conserving natural areas that function as city infrastructure. Definition and other information based on Green Infrastructure: Linking Landscapes & Communities.*

*Mark A. Benedict, Ph.D., Edward T. McMahon, J.D.  
Island Press, 2006*

#### **Implementation Strategies**

- Review how developments effect on- and off-site environmental functions
- Support the preservation of green infrastructure.

**Objective B:** Continue to review and refine development standards and require development practices that protect environmental functions.

Once a project has been identified for development, green infrastructure concepts can be used to consider what special conditions, if any, need to be incorporated into the project’s layout and development. Guidelines for development such as setbacks from waterbodies or limits on development of steep slopes are covered through the City’s zoning code. Homer’s existing codes include many good environmental standards. Periodic review of the successes and failures of the existing standards will help identify opportunity for revisions.

Appendix C-7 includes examples of how decisions about site clearing, grading, and impervious surfaces can create very different types of development. Homer is encouraged to continue practices that bring about Objective B.

#### **Implementation Strategies**

- Review the lessons learned from the implementation of site development standards
- Consider revision of development standards in light of new information in relation to environmental functions and best practices

**Objective C:** Provide extra protection for areas with highest environmental value or development constraints.

Ideally, adopting more effective development standards will result in the preservation and protection of lands with high environmental value. However, there may be some areas identified that cannot easily be protected through standard means and are so important they should be preserved forever. References such as wetland, steep slope, and green infrastructure maps can help identify and prioritize these lands. Organizations, such as the Homer Soil and Water Conservation District and the Natural Resources Conservation Service of Alaska may be consulted in identifying specific local strategies. Examples of environmentally important areas might include a particular beach access corridor or a particular section of a lake or stream.

#### Implementation Strategies

- Support acquisition of environmentally sensitive land for preservation

**Objective D:** Collaborate with jurisdictions outside the City of Homer, as well as state and federal agencies, to ensure that environmental quality is maintained.

Homer's environment is affected by actions outside of its borders. Wildlife corridors and drainage systems do not conform to borough and municipal boundaries. In this regard, Homer should work with surrounding jurisdictions, notably the Kenai Peninsula Borough along with other local, state, and federal land managers to promote environmentally suitable policy.

#### Implementation Strategies

- Support practices that preserve and maintain environmental quality outside the City of Homer

**GOAL 3:** Encourage high quality buildings and site design that complements Homer's beautiful natural setting.



New growth and development in Homer is inevitable. The community has made clear its intent to guide the character of the built environment so this growth improves the quality of the life. The Town Center Development Plan established standards for the development of the city core and sets a good standard for policies that can be followed to achieve higher design quality. An integrated but balanced regulatory and enforcement process is needed for the entire city, to raise the bar for future development standards. While enhanced development standards help guide the character of the built environment, enforcement of nuisance properties and the undue collection of open air junk will compliment development standards to improve the quality of life.

**Objective A: Create a clear, coordinated regulatory framework that guides development.**

Clear, predictable, consistent rules and regulations are key to achieving standard, quality design. These rules and regulations have to fit the context of the marketplace and be accepted by the development community. Overregulation is a disincentive, while under-regulation will achieve less than desired results. Specific policies addressing this topic include:

**Implementation Strategies**

- Review City adopted plans for consistency
- Review rules and regulation options with consideration of operational constraints and community acceptance

**Objective B: Encourage high quality site design and buildings.**

Good site design, appealing architecture, and quality construction practices contribute to the creation of high quality buildings. Attractive, well-constructed buildings are a long-term asset to the community. Design can be thought of in two categories: form, meaning what the building looks like; and function, meaning the construction methods and layout of the building.

**Implementation Strategies**

- Consider appropriate design standards for buildings
- Review site impacts of developments

**GOAL 4:** Support development of a variety of well-defined commercial/business districts for a range of commercial purposes.

**Objective A:** Encourage a concentrated, pedestrian oriented, attractive business/commerce district in the Central Business District (CBD) following the guidelines found in the Town Center Development Plan.

Creating a vital, successful central business district – the clear commercial and civic center of Homer – won't happen by accident. A number of strategies are required to reach this objective, as outlined below. These actions are all designed to carry forward in the spirit of the previously approved Homer Town Center Development Plan and Community Design Manual. Those documents provide additional details that need to be considered to gain a full understanding of CBD objectives.



**Implementation Strategies**

- Consider infrastructure appropriate to support and sustain investment in the Central Business District



**Objective B:** Discourage strip development along the Sterling Highway and major collectors/thoroughfares.

Strip development occurs along busy major roads with easy access to businesses. Strip development is an unplanned consequence of building transportation infrastructure, and it tends to include practically any land use in an eclectic – often cluttered and unsightly – array of buildings, parking lots, utilities, and support structures.

Strip development along highways introduces competition for the central business district and weakens its role. Strip development can create unattractive community entries (e.g., the Glenn Highway coming into downtown Anchorage) and unsafe edges along thoroughfares. Communities with no restraints on the location of commercial use often find their downtowns wither, as businesses shift to outlying, lower cost properties. On the other hand, communities need to allow for a measure of outlying commercial growth, to be fair to property owners, to meet the need for the types of commercial uses that don't fit well into a central commercial core, and to respond to ongoing demand for expansion of commercial activity.

**Implementation Strategies**

- Support infill of existing commercial districts prior to expansion of a district
- Consider attractive commercial design practices

## Land Use Implementation table

Table 7. Chapter 4, Land Use Implementation Table

Project	Timeframe				Primary Duty
	Near Term	Mid Term	Longer Term	Ongoing	
Goal 1 – Guide Homer’s Growth					
I-A-1 Update the zoning map in support of the desired pattern of growth.				x	HAPC
I-B-1 Consider additional methods for preserving natural areas and areas where ongoing natural processes may present hazards to existing or proposed development.	x				HAPC
I-B-2 Promote standards and policies that promote mixed use and high quality, attractive medium to high-density development.				x	HAPC
I-B-3 Develop standards and policies for new mixed-use districts, including the Gateway Business district. Consider “form-based” zoning strategies, encouraging a modest scale of development while allowing for a wide range of uses.				x	HAPC
I-B-4 Consider zoning regulations that accommodate more mixed use and medium to high-density housing in the residential office and central business districts.				x	HAPC

Project	Timeframe				Primary Duty
	Near Term	Mid Term	Longer Term	Ongoing	
<i>I-B-5</i> Develop consistent design standards for new development to complement the character of the land use. Include architectural and site development standards and standards for associated infrastructure (particularly roads and trails).				x	HAPC
<i>I-B-6</i> Re-evaluate height standards in commercial and mixed use districts to determine whether buildings over three stories should be permitted. Height standards must meet fire safety and insurance standards.		x			EDC
<i>I-B-7</i> Consider neighborhood planning around the hospital for the centralized expansion of medical services.				x	HAPC
<i>I-C-1</i> Promote infill development in all housing districts.				x	HAPC
<i>I-C-2</i> Encourage inclusion of affordable housing in larger developments and affordable housing in general.				x	HAPC
<i>I-C-3</i> Improve the rural residential zoning code to withstand pressure for platting large lots into smaller ones in that district.				x	HAPC
<i>I-D-1</i> Pursue environmentally sound development practices and measure success for every public facility project in Homer either by locally established benchmarks, LEED certification, or other contemporary concepts.				x	Public Works, Administration
<i>I-D-2</i> Encourage a concentrated development pattern to reduce the need for vehicle trips and encourage non-motorized transportation (see <i>Chapter 5, Transportation</i> ).				x	HAPC
<i>I-D-3</i> Support planning and zoning regulations that promote land use strategies that include compact, mixed-use development, higher density development, and infill.	x			x	HAPC
<i>I-D-4</i> Adopt building codes and incentives to increase energy efficiency in all new residential and commercial development.		x			HAPC, City Council
<b>Goal 2 – Maintain Homer’s Natural Environment and Scenic Beauty</b>					
<i>2-A-1</i> Consider adopting incentives to encourage use of the Green Infrastructure Map developed by the Homer Soil and Water Conservation District.		x			HAPC
<i>2-A-2</i> Require developers to include details about environmental features and processes, along with plans for open space, when submitting subdivisions or other developments for approval.		x			HAPC

Project	Timeframe				Primary Duty
	Near Term	Mid Term	Longer Term	Ongoing	
2-A-3 Require developers to demonstrate how features that cross multiple parcels will be protected in individual projects. Use this process to create links between open space areas and integrate new development into the network of open space.		x			HAPC
2-A-4 When a Green Infrastructure Map is adopted, use it in the review process.		x			Planning, HAPC
2-A-5 Audit the codes and ordinances to identify the revisions that support the implementation of green infrastructure and prioritize code amendments for adoption.	x				HAPC
2-B-1 Continue to review and refine standards and guidelines to reduce bluff erosion and shoreline erosion, such as managing surface water runoff on coastal bluffs and implementing any other applicable best management practices.		x		x	HAPC
2-B-2 Continue to review and refine standards for coastal bluff stabilization projects and building setbacks from coastal bluffs.	x			x	HAPC
2-B-3 Continue to review and refine standards for setbacks on streams and wetlands.		x		x	HAPC
2-B-4 Continue to review and refine standards for development on steep slopes, in wetland areas, areas subject to landslides, and on other sensitive sites, including standards for grading and drainage, vegetation clearing, building setbacks, and building footprints. Include flexibility in road dimensions to avoid excessive grading.		x		x	HAPC
2-B-5 Continue to review and refine review processes for hillsides, areas subject to landslides and other sensitive settings (e.g., allowance for development on steeper slopes subject to submission of more extensive site analysis and engineering reports).		x		x	HAPC
2-B-6 Consider regulation of on-site septic systems		x			HAPC
2-C-1 Work with land trusts and/or public agencies to acquire land for protection and recreational use. Build on example set by Kachemak Heritage Land Trust.				x	Administration
2-C-2 Consider land trades or variations on the transfer of development rights.		x			HAPC
2-C-3 Recommend that the City purchase property vital for the protection of the Bridge Creek Watershed.	x			x	HAPC

Project	Timeframe				Primary Duty
	Near Term	Mid Term	Longer Term	Ongoing	
2-D-1 Identify environmentally sensitive sites and natural systems of regional importance and work towards collaborative management of these areas. Options include implementing Special Use Districts to develop and pay for needed infrastructure and addressing drainage and trail issues on a regional or watershed approach.		x		x	HAPC, Planning
2-D-2 Encourage establishment of environmentally responsible development practices by the KPB and other land managers on land surrounding Homer.				x	HAPC, Administration
<b>Goal 3 – Encourage High Quality Development</b>					
3-A-1 Synthesize existing rules and regulations for both public and private development in a comprehensive design manual. For instance, it is important that the Master Roads and Streets Plan is supplemented by the Community Design Manual, Transportation Plan, and a Streetscape Design Manual to balance functionality and aesthetics.				x	HAPC, Planning, Public Works
3-A-2 Provide a clear and predictable approval process for every development including organizing project review and permitting and providing appropriate staff review.				x	HAPC
3-A-3 Review code enforcement requirements and other actions in relation to meeting community expectations.				x	HAPC
3-B-1 Adopt building codes and create an inspection program.		x			HAPC, Administration, Public Works
3-B-2 Set standards that regulate the form of development to encourage attractive, diverse housing styles.	x				Planning, HAPC
3-B-3 Develop specific policies regarding site development including standards for landscaping, grading, lighting, view protection, etc., in coordination with current national efforts that promote better site development (LEED certification standards, Sustainable Sites Initiative, Low Impact Development, etc.).			x		HAPC
3-B-4 Ensure that all utility service to new developments shall be underground.				x	Planning, Public Works
3-B-5 Ensure that any redevelopment which moves overhead utilities requires moving those utilities underground.				x	Public Works

Project	Timeframe				Primary Duty
	Near Term	Mid Term	Longer Term	Ongoing	
Goal 4 – Support Development of Well-defined Business Districts					
4-A-1 Provide incentives for private investment in the CBD. Incentives can include public investments in improved infrastructure (e.g., roads, trails, parking) and in public facilities. Particular priorities include improved public parking and construction of a new east-west road through the center of the CBD roughly parallel to the Sterling Highway and Pioneer Avenue.		x			HAPC, Public Works, Administration
4-A-2 Create an overlay zone for the “Old Town” section of the CBD, establishing general standards for building design and construction. Aim for future buildings to continue in the style of the older buildings in the area as well as the several more recently constructed buildings that follow these traditions.		x			HAPC
4-A-3 Use public/private partnerships to improve streetscapes, including better sidewalks, landscaping, and building facades. Develop an attractive, business friendly commercial streetscape for Pioneer and Old Town businesses.				x	Administration
4-A-4 Improve trail connections to and within the CBD. Provide a system of trails and sidewalks linking residential areas, commercial and civic uses.				x	Public Works
4-A-5 Concentrate commercial uses in the downtown.				x	Planning Commission
4-A-6 Support Pioneer Avenue beautification/revitalization efforts.	x			x	HAPC, Public Works, Administration
4-B-1 Use the zoning process to guide the majority of future commercial development into the central business district. Locate development as presented on the Land Use Recommendations Map. Implementation will require an ongoing balancing act.				x	HAPC
4-B-2 Use strategies to ensure the character of strip commercial development will make a positive contribution to the overall character of the community. Strategies include: controls on the size and appearance of signs, requirements for landscaping of parking areas, and basic guidelines regarding building appearance.				x	HAPC



## **Appendix A – Land Use Recommendations**

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### **Index**

Comprehensive Plan Land Use Designation Categories	<b>A-2</b>
Comprehensive Plan Land Use Recommendations Map	<b>A-10</b>





## **Appendix A**

### **Land Use Designation Categories**

#### **INTRODUCTION**

Homer's existing set of land uses and built environment offers much to be commended and retained. Two qualities in particular stand out as strengths:

##### **Mix of uses**

Homer has a freewheeling, organic character. In many parts of town, land uses – residential, office, retail, storage, industrial, and open space – are freely mixed. This style breaks common rules of traditional planning, but in most instances the result is attractive and functional. This eclectic mix of uses fits together with little or no conflicts, and helps create Homer's unique, well-liked character.

##### **1. Building appearance**

Homer has an organic building aesthetic where the majority of buildings “fit.” Many are actually quite attractive, while relatively few stand out as offensive or out-of-place.

##### **2. Development aesthetic**

Homer has a widespread site development aesthetic that is also quite attractive. Many commercial lots in Homer feature hand-crafted informal signage, natural landscaping, and a comfortable, natural fit with the land. This contrasts with the buildings and parking areas in many Alaskan communities (e.g., Wasilla) where development is rarely pleasing to the eye.

In many instances these qualities exist in spite of, or possibly out of, compliance with the City's zoning rules. In light of these realities, the function of an updated zoning code for the City of Homer should be to strengthen and institutionalize the styles and patterns most builders and developers are already following. Care needs to be taken that simplistic zoning rules don't damage the more, unique home-grown qualities that give Homer its special character. At the same time, odds are good that future developers may not know the “unwritten rules” that have made past development generally attractive.

For these reasons and to implement comprehensive plan policies, Homer needs to upgrade and revise its existing zoning code. As part of this comprehensive plan, a “land use designation map” has been prepared identifying intended land uses, working from the existing zoning map. This product is not as detailed or specific as a zoning map, but does express the general land use strategies of the comprehensive plan. This map is a starting point in the process of amending the zoning code to refine and implement these general policies. A particular focus of this land use designation map is to use mixed use zoning practices that focus more on offsite impacts and building forms and less on controls on the specific type of use. This approach provides necessary guidance while still preserving the unique and functional character of the community.

Between the adoption of the 2008 Comprehensive Plan and the 2018 plan, several parts of the community were rezoned, zoning district text was amended, and the East End Mixed Use district created. The following descriptions of land uses are split into two parts: proposed new zoning districts, and existing zoning districts. The Land Use Recommendations Map depicts the areas of the community where the proposed new districts could be implemented. A map of the existing zoning districts, as of the draft of this plan, can be found in Appendix C, Background Land Use Information.

## NEW LAND USE CATEGORIES

### RT (RESIDENTIAL TRANSITIONAL)

- **Intent** The R-2 district is intended to provide a transitional residential zone between higher and lower density residential or residential office developments with a focus on residential land uses. Densities in this area will be in between the lower density rural residential zone (R-3) and the more urban, higher density uses in the R-1 district.
- **Primary Use** Medium-density residential including single-family and duplex; provide for a scale, density, and character of residential development appropriate for locations between urban and rural residential areas.
- **Other Uses, Allowances, and Specifications**
  - Areas generally served by water and sewer or likely to be served in the future; full city services.
  - Moderate lot size minimums (for example, 10,000 square foot lots for single family homes).
  - Allows second units and duplexes by right (both subject to standards).
  - Allows bed-and-breakfasts by right; other small scale accommodations<sup>1</sup> allowed with administrative review. (For purposes of this plan a B&B defined as lodging where owner proprietor resides on site – see footnote for details.)
  - Allows home-based businesses by right (subject to standards); allows some larger non-retail business activities subject to administrative review.
- **Development standards**
  - Encourage retention of quasi-rural character.
  - Encourage attractive diverse housing types (vs. “cookie-cutter” subdivisions).
  - Encourage open space subdivisions as alternative to more typical lot layouts.

### DT (DOWNTOWN MIXED USE)

- **Intent** The intent of the DT district is to provide a mixed use business district in the core area of Homer, with safe, pleasant, and attractive circulation for pedestrians and vehicles.
- **Primary Use** Provide a concentrated, centrally located district in the center of Homer for a mixture of urban uses, including general retail shopping, personal and professional services, educational institutions, entertainment establishments, restaurants and related businesses, civic uses, recreation and residential uses. Create high quality public spaces (sidewalks, trails, gathering areas) and encourage pedestrian movement throughout the area; allow for a mixture of residential and commercial uses with conflicts resolved in favor of commercial uses.
- **Other Uses, Allowances and Specifications**
  - Areas served by public water and sewer, full range of other urban services
  - Allow and encourage densities typical of small town, “main street” settings (sufficient concentration of uses to encourage circulation by foot).
  - Residential densities – multi-family dwellings; for example, up to 6 units per acre allowed by right; up to 14 units per acre with administrative review.

- Minimal building setbacks to create a friendly, pedestrian-oriented streetscape.
- Encourage parking off-site (e.g., allowing payment of a fee in lieu of meeting on-site parking standards, through shared parking arrangements, through reducing on-site requirements by providing public parking and protected pedestrian ways).
- **Development standards include:**
  - Create an attractive, pedestrian-oriented environment (e.g., windows and doors that are close to the street, landscaped parking, standards to humanize buildings such as clearly articulated entries).
  - Advisory guidelines re design character, so buildings and other structures within the district are compatible with one another and with the surrounding area.
  - Consider establishing an overlay zone for Old Town so buildings in that portion of the district feature an “Old Homer” historical character.
  - Consider establishing a University district.

## MEDICAL DISTRICT

- **Intent** Acknowledge demand for medical services will increase with a larger, aging population. Enact zoning regulations that allow medical services to expand with the growing need for life long medical care, in a localized area near the hospital.
  - Work with area residents and business owners to identify desirable neighborhood character and appropriate performance standards such as building bulk and scale, density, signage, lighting and parking lot development.
  - Other issues may be identified and addressed through the zoning process.

## EXISTING LAND USE CATEGORIES

### RESIDENTIAL

#### UR (URBAN RESIDENTIAL)

- **Intent** The R-1 district is intended to provide more intense residential development in the city core, in a manner that matches Homer’s small town character and encourages increased densities near pedestrian-oriented commercial areas.
- **Primary Use** Medium and medium-high density residential including single-family, duplex, and multiple-family; allow for a variety in housing types and housing price levels.
- **Other Uses, Allowances, and Specifications**
  - Areas generally served by water and sewer; central locations with excellent access to a range of urban services and facilities.
  - Residential is primary use; but allows for other uses where these uses maintain residential character.
  - Moderate lot size minimums (for example, 6000 square foot lots for single family homes).
  - Allows bed and breakfasts by right, allows second units and duplexes by right (both subject to standards). (For purposes of this plan, a B&B is defined as lodging where owner proprietor resides on site.)

- Allows home-based businesses by right (subject to standards).
- **Development standards**
  - Encourage attractive, diverse housing types (vs. “cookie-cutter” subdivisions).
  - Ensure newer housing is compatible with character of older neighborhoods (for example, by requiring transitional densities, buffer uses).

## RR (RURAL RESIDENTIAL)

- **Intent** The R-3 district is intended to provide areas for low density residential development and limited agricultural pursuits.
- **Primary Use** Low-density residential development in outlying locations, generally with less services and/or lower level of service than in urban areas.
- **Other Uses, Allowances, and Specifications**
  - Areas generally not served by water and sewer, nor likely to be served in the near future.
  - Larger lot sizes or cluster subdivisions to preserve sense of open space.
  - Allows accessory housing units by right (subject to standards).
  - Allows bed and breakfasts by right, subject to standards (for purposes of this plan B&B defined as lodging where owner proprietor resides on site)
  - Allows home-based businesses by right, subject to standards; allows some larger non-retail business activities subject to administrative review.
- **Development standards**
  - Option for higher densities and cluster development. Encourage open space subdivisions as alternative to more typical lot layouts.
  - Ensure newer housing is compatible with character of older neighborhoods.

## COMMERCIAL AND MIXED USE

### CBD (CENTRAL BUSINESS DISTRICT)

- **Intent** The intent of the CBD commercial district is to provide a mixed use business district in the core area of Homer, with greater allowance for vehicular use than in the Downtown district, but still with a character that encourages pedestrian use.
- **Primary Use** Provide a centrally located area within the City for a mixture of urban uses and activities, including general retail shopping, personal and professional services, educational institutions, entertainment establishments, restaurants and related businesses, civic uses, recreation, and residential uses. Allow a mixture of residential and commercial uses but conflicts resolved in favor of business.
- **Other Uses, Allowances, and Specifications**
  - Areas served by public water and sewer, full range of other urban services
  - Allow and encourage relatively high densities (sufficient concentration of uses to encourage circulation by foot).
  - On-site parking required (option for shared parking with an approved parking plan).

- Residential densities – for example, multi-family up to 6 units per acre - allowed by right
- **Development standards include:**
  - Create an attractive, pedestrian-oriented environment (e.g., landscaped parking, standards to humanize buildings such as clearly articulated entries).
  - Advisory guidelines regarding design character, so buildings and other structures within the district are compatible with one another and with the surrounding area.
  - Control signage to maintain visual quality (for example, avoid large, highly illuminated signs).

## RO (RESIDENTIAL OFFICE)

- **Intent** The intent of the RO district is to allow for a range of residential and residential compatible uses. While allowing office, certain commercial and other business uses, buildings and sites must have a scale and character similar to single family detached or small multi-family homes. This district serves as a transition zone between commercial and residential neighborhoods.
- **Primary Use** Provide a mix of low-density to medium-density residential uses with certain specified businesses and offices which may include professional services, administrative services and/or personal services, but does not include direct retail or wholesale transactions except for sales which are incidental to the provision of services.
- **Other Uses, Allowances, and Specifications**
  - Areas served by public water and sewer, full range of other urban services, close to other urban services.
  - Moderate lot size minimums (for example, 7500 square feet); allows for attached housing.
  - Guide use to create/maintain an attractive highway environment
- **Design and development standard**
  - Required (not advisory) standards to maintain residential character/residential scale of buildings (e.g., height, setbacks, parking location, signage).
  - Advisory design guidelines regarding building style (e.g., use of materials, architectural style).
  - Allow for limited commercial signage, consistent with overall goal of retaining a largely residential character.

## G-MU (Gateway Mixed Use)

- **Intent** The intent of the G-MU district is to provide land uses that primarily cater to the tourism and visitor industry of Homer and to promote year round activity. The gateway district serves as the primary roadway entry into Homer. It will provide an attractive built environment and promote those uses that will not compete with the DT, CBD and GC districts.
- **Primary Use** Promote mixed-use development, with emphasis on the visitor industry. Serve needs and interests of the visitor industry, as well as year-round residents and Homer's role as the Gateway to Kachemak Bay (not to conflict w/CBD). Minimize future

traffic congestion along the Sterling Highway corridor and preserve the experience residents and visitors have when entering Homer by way of the Sterling Highway.

- Commercial uses are primary objective; focus on “Gateway” appropriate businesses such as visitor amenities, hotels – no gas stations, fast-food, strip development.
- **Other Uses, Allowances, and Specifications**
  - Areas served by public water and sewer, full range of other urban services.
  - Allow and encourage relatively high densities (sufficient concentration of uses to encourage circulation by foot).
  - Residential densities – for example, multi-family up to 6 units per acre - allowed by right; higher densities with administrative review or use dimensional standards like CBD above.
- **Development standards**
  - Advisory guidelines re “Gateway” design character.
  - Encourage parking behind buildings (through appropriate set-back rules).
  - Design standards that create an entry point the community can be proud of - attractive, pedestrian-oriented to a degree (e.g., landscaped parking).
  - Control signage to maintain visual quality (for example, avoid large, highly illuminated signs).

#### E-MU (EAST END MIXED USE)

- **Intent** The intent of the E-MU district is to allow a wide variety of commercial, industrial, and heavy industrial uses in a district with access to the boatyard, marine services, and the airport; and to ensure such uses, which are important to Homer’s economy, continue to have a viable location.
- **Primary Use** Mixed-use development with fewer constraints on uses than existing GC-1 and GC-2. Designed to accommodate the wide range of uses found in the area today, as well as other future uses; examples include industrial, marine-oriented, construction services (including batch plants), storage, and artist workshops. Residential and retail are allowable, but residential/retail and commercial conflicts will be resolved in favor of commercial/industrial uses.
- **Other Uses, Allowances and Specifications**
  - Allows for mixed use, live/work, provides larger lots than would be available in CBD.
  - On-site parking required.
  - Guide use to create/maintain an attractive highway environment.
- **Development standards**
  - Minimal – basic guidelines for parking, setbacks.
  - Encourage basic landscaping.
  - Properties adjacent to the Conservation zone should use best management practices when developing near the southern edge of the property. Strategies may include, but are not limited to, 100 foot buffer zones along the southern property lines adjacent to the conservation areas, tree retention (bird habitat, moose cover), habitat and vegetation retention, and storm water and pollution management techniques. Developers are encouraged to use a combination of techniques to minimize impacts

within 100 feet of the south property line and to provide for storm water filtration. Development is encouraged to concentrate on the northern portions of these lots.

#### GC-1 (GENERAL COMMERCIAL 1)

- **Intent** The intent of the GC-1 district is to provide for auto-oriented business.
- **Primary Use** Provide for a diverse array of commercial, retail, and civic uses; commercial uses are primary objective. Applied in locations where the auto is primary means of access.
- **Other Uses, Allowances, and Specifications**
  - Areas served by public water and sewer, full range of other urban services.
  - Residential densities – for example, residential uses up to 6 units per acre allowed by right; higher densities with administrative review or use dimensional standards like CBD above.
  - On-site parking required (option for shared parking with an approved parking plan).
  - Guide use to create/maintain an attractive highway environment.
- **Development standards include:**
  - Control signage to maintain visual quality (for example, avoid large, highly illuminated signs).
  - Provide for safe pedestrian circulation.

#### GC-2 (GENERAL COMMERCIAL-2)

- **Intent** The intent of the GC-2 district is to locate commercial and industrial uses where access to transportation infrastructure is a primary consideration. This district will also serve as a reserve to allow for future commercial and industrial expansion.
- **Primary Use** Promote a sound heavy commercial area within the community with good access to main roads, and reserve land for future industrial expansion. Designed to permit manufacturing, processing, assembly, packaging, or treatment of products within enclosed utilities and facilities required to serve these uses. Residential uses permitted, recognizing the primacy of light industrial and commercial activities. Residential uses limited; certain retail enterprises limited. Performance standards for heavy commercial uses, especially where the district abuts other zoning districts. Allows for heavier commercial uses – manufacturing, processing, packaging, and support of airport activities / needs.
- **Other Uses, Allowances, and Specifications**
  - Accessible by vehicle/direct access.
  - Allows for mixed use, live/work, provides larger lots than would be available in CBD
  - On-site parking required.
- **Development standards include:**
  - Minimal – basic guidelines for parking, minimal setbacks
  - Encourage basic landscaping, screening

#### MC (MARINE COMMERCIAL) (See also 2011 Homer Spit Comprehensive Plan)

Provide adequate space for the commercial needs which service and support water-dependent industries and facilities; encourage adequate separation between allied but potentially incompatible commercial and industrial uses while providing proximate locations for the mutual benefit of such



water-oriented commercial and water dependent industrial uses. Commercial enterprise permitted to the extent that it services and supports the water-dependent industries which are important to Homer's economic base (e.g., fishing, marine transportation, off-shore energy development, recreation, and tourism) and to the extent that location elsewhere creates unnecessary hardship for the users of such commercial services. Performance standards are required to minimize the impact of commercial development on the natural features on which it depends.

MI (MARINE INDUSTRIAL) (See also 2011 Homer Spit Comprehensive Plan)

Provide adequate space for those industrial uses that require direct marine access for their operation and to encourage the most efficient utilization of land. Promote marine-dependent industries important to Homer's economic base (e.g., fishing, fish processing, marine transportation, off-shore oil development, and tourism); give priority to those uses, and minimize conflicts among industrial, commercial and recreational uses.

#### OSR (OPEN SPACE—RECREATIONAL)

Promote public recreational opportunities while protecting natural and scenic resources. Give priority to pedestrian uses over motor vehicles uses and preserve public access to the tidelands. All development proposals in the district will be evaluated in terms of their compatibility with natural hazard and erosion potential and their effect on scenic vistas and public access.

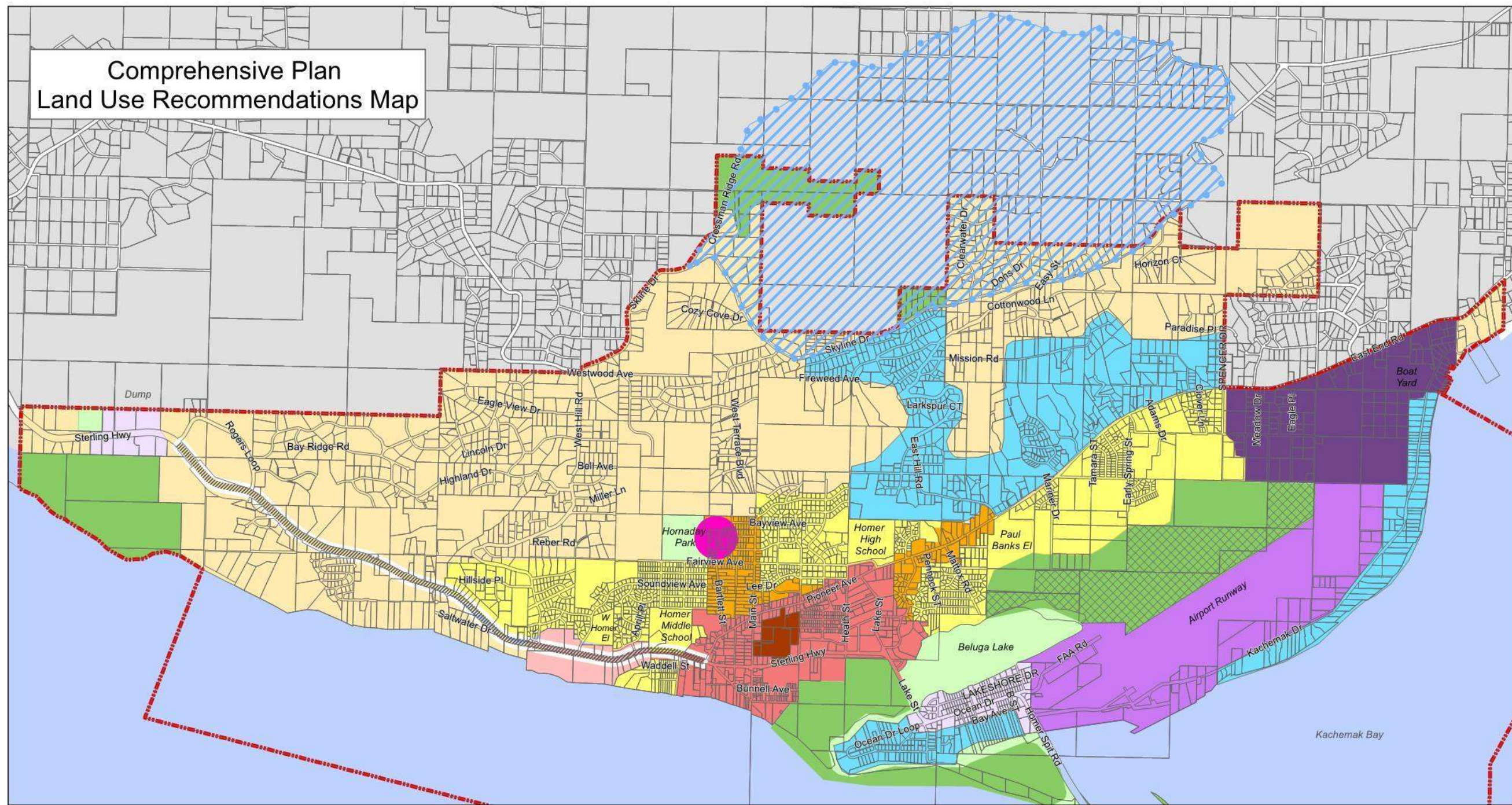
#### CO (CONSERVATION)

- **Intent** The conservation district is applied to sensitive public and in some instances private lands that are critical to the maintenance of fish and wildlife resources, serves important watershed protection areas, or serves other key environmental functions. These lands are to be maintained in an undisturbed and natural state, except for enhancement projects. Private landowners may agree to have this designation on their property. The Green Infrastructure map discussed is an important reference in identifying conservation areas.
- **Primary Use** Acceptable uses in this district include undeveloped open space, parks with passive recreation activities and facilities (e.g., wildlife viewing, nature walks, educational and interpretive uses) and other uses that do not change the character of the land or disrupt fish and wildlife. Passive recreation activities are secondary to habitat protection and enhancement. Private landowners may agree to have this designation on their property.
- **Development standards include:**
  - Where applied to private lands, specific development strategies and standards are needed to balance the interests of private land owners with the need for protection of functionally valuable, sensitive natural areas.
  - Consider requiring a 100 foot habitat buffer on all lands bordering the airport area conservation zone, as discussed under the East End Mixed Use zone.

#### BCWP (BRIDGE CREEK WATERSHED PROTECTION DISTRICT)

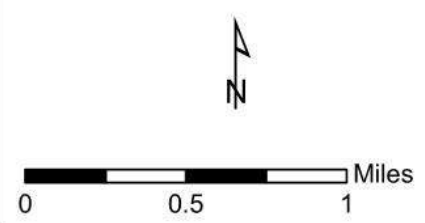
Prevent degradation of water quality and protect the Bridge Creek Watershed to ensure its continuing suitability as a water supply source for the City's public water utility. Restrict land use activities that would impair the water quality or increase the cost for treatment.





**Legend**

<b>Land Use Recommendations</b>	Town Center	Medical District	Rural Residential	City Limits
Bridge Creek Watershed	General Commercial 1	Residential Office	Open Space Rec	Airport Critical Habitat Area
Gateway Business District	General Commercial 2	Urban Residential	Conservation	
Downtown Mixed Use	East End Mixed Use	Residential Transition	Scenic Gateway Corridor Overlay	



City of Homer







# City of Homer

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

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## Memorandum

TO: Mayor Castner and Homer City Council  
FROM: Rob Dumouchel, City Manager  
DATE: April 21, 2022  
SUBJECT: City Manager's Report for April 25, 2022 Council Meeting

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### Tasmania Court

East Road Services Inc. started work on the Tasmania Ct. Water and Sewer Main Extensions on Monday, April 18<sup>th</sup>. They plan to install the sewer main first and have begun excavation, pipe-laying and dewatering along the south side of West Tasmania Ct. Construction of the sewer main is expected to be completed by mid-May. Work on the water main is expected to begin on May 19<sup>th</sup> and will be complete by early June. The entire project is expected to be complete by June 21<sup>st</sup>.



### **Planning and Economic Development Meeting**

I met with City Planner Rick Abboud and Economic Development Manager Julie Engebretsen to work on implementation steps and strategies for efforts related to building code implementation, a comprehensive plan rewrite, zoning code modifications, and general housing/short term rental improvements. These are all complex and heavily interconnected efforts. We want to make sure that we are conducting a lot of public engagement, that the public is getting the max value per engagement, and that all of our projects are working well together. Additionally, we identified that managing boards and commissions will be extremely important as we move forward. We want to make sure we're getting the maximum benefit of those groups and that we don't have different groups working on the same issues in different ways creating confusion and inefficient use of limited personnel resources. Updates on these projects will continue to come to Council as we firm up our plans.

### **Lobbying Update**

The City's grant specialist, Special Project Coordinator Jenny Carroll, and Harbormaster Bryan Hawkins traveled to Juneau the week of April 18<sup>th</sup> to reconnect with legislators and state agency department staffers to advocate for City priorities with J&H Consulting, the City's lobbying firm. Things in Juneau have been very dynamic in regards to scheduling, but our team is making a lot of positive connections related to our priorities so far (they were still in Juneau at the time this report was submitted).

### **Library & Information Technology Services Department Preparation**

At the March visioning session, I shared an updated organization design with Council that included the proposed creation of a Library & Information Technology (LIT) Services Department. Some Library Advisory Board (LAB) members had questions and concerns so I visited the LAB on April 19<sup>th</sup> to discuss the proposal. They will be writing a memo to me summarizing their thoughts on the matter. I don't have a specific date yet, but I expect to bring an ordinance to Council in the coming months to propose officially creating the LIT Department.

### **Short Term Rentals and Sales Tax**

As noted in my last report, Administration is adding a short term rental sales tax reminder flyer into utility bills this month. Kenai Peninsula Borough Finance Department staff were able to review and comment on our draft flyer. A few small changes were made, and we are now working on printing and distributing them to our utility customers. As a reminder on the big picture of short term rentals and the impacts they create on the City, I am working with Planning and Economic Development on the topic and intend to come to Council with a proposed pathway for addressing this issue in a comprehensive manner at a future meeting.

### **Summer Parks Prep**

The lead up to summer is a busy time for our Parks division. The Little Libraries are being installed at locations around the City, starting with WKFL Park. The RV Dump stations are up and running, just in time for camping season. We are also collaborating with a number of event organizers and nonprofit groups who are looking at hosting events or conducting volunteer activities within our City parks.

### **Celebrating the 53<sup>rd</sup> Annual Professional Municipal Clerks Week**

May 1 through 7, 2022 will be the 53<sup>rd</sup> Annual Professional Municipal Clerks Week. Initiated in 1969 by the International Institute of Municipal Clerks and endorsed by all of its members throughout the United States, Canada and 15 other countries, the week is a time of celebration and reflection on the importance of the Clerk's office. Although it is one of the oldest positions in local government, few people realize the vital

services Municipal and Deputy Clerks perform for their community. They are the local officials who administer democratic processes and ensure transparency to the public, which includes keeping the official records of the city, conducting local elections, and facilitate all legislative actions. They act as compliance officers for federal, state, and local statutes, provide parliamentary support to City Council and the commissions/boards, manage public inquiries and relationships, arrange for ceremonial and official functions, and may even serve as financial officers or chief administrative officers. For more information on the Homer City Clerk's Office including our Code of Ethics, staffing history, and the history of the Clerk profession, see the complete Clerk's Office Current and Historical Information Packet online at [www.cityofhomer-ak.gov/cityclerk](http://www.cityofhomer-ak.gov/cityclerk).



# Planning Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2200 • (907) 714-2378 Fax

Charlie Pierce  
Borough Mayor

April 18, 2022

**NOTICE OF DECISION  
KENAI PENINSULA BOROUGH PLAT COMMITTEE  
MEETING OF APRIL 11, 2022**

Re: Terra Bella Subdivision Preliminary Plat  
KPB File Number: 2022-024

The Plat Committee reviewed and granted conditional approval of the subject preliminary plat during their regularly scheduled meeting of April 11, 2022 based on the findings that the preliminary plat meets the requirements of the Kenai Peninsula Borough Code 20.25, 20.30, 20.40 and must comply with 20.60.

**AMENDMENT A MOTION**

An amendment motion to grant exception to KPB 20.30.030 – proposed street layout requirements and KPB 20.30.170 blocks-length requirements, passed by unanimous vote based on the following findings of fact.

*Findings*

2. Steep slopes are present throughout the preliminary plat.
3. Steep slopes are present within the areas that would provide dedications to create compliant blocks and meet street layout requirements.
4. There is a creek within the eastern portion with needed drainage easements.
5. A seasonal drainage way is present in the western portion with needed drainage easements.
6. Roads for the park and campground encroach on the property.
7. Roads will be difficult to build to City of Homer standards.
8. The owner, City of Homer, of the landlocked parcel, has only requested an access easement to provide a connection between their lots.
9. The same owner of this subdivision owns the other landlocked parcels.
10. The City of Homer did not request any additional dedications.

A party of record may request that a decision of the Plat Committee be reviewed by the Planning Commission by filing a written request within 15 days of notification of the decision in accordance with KPB 2.40.080.

For additional information please contact the Planning Department, 907-714-2200 (1-800-478-4441 toll free within the Kenai Peninsula Borough).

**PLANNING COMMISSION ANNUAL CALENDAR**  
**FOR THE 2022 MEETING SCHEDULE**

<b><u>MEETING DATE</u></b>	<b><u>SCHEDULED EVENTS OR AGENDA ITEM</u></b>
JANUARY 2022	
FEBRUARY 2022	PC training: legislative vs quasi-judicial decisions; decisions and findings
MARCH 2022	Guest speaker and training: KPB Platting/Planning AK APA Conference
APRIL 2022	2018 Comprehensive Plan Review / HNMTP
MAY 2022	Transportation work session with Public Works
JUNE 2022	Reappointment Applications Deadline
JULY 2022	Reappointments Spit Plan Review / Transportation Plan (One meeting this month)
AUGUST 2022	Election of Officers (Chair, Vice Chair) PC training: Roberts rules, OMA Capital Improvement Plan Review
SEPTEMBER 2022	Economic Development speaker (such as KPEDD, chamber, SBA,)
OCTOBER 2022	Floodplain or other hazard regulations overview...connect dots between comp plan and our current regs
NOVEMBER 2022	(One meeting this month) Review and Approve the 2022 Meeting Schedule
DECEMBER 2022	(One meeting this month) Review Bylaws, and Policies and Procedures / Town Center Plan

Semi Annually: PW project update

Odd Years: 2018 Comprehensive Plan (April) Homer Spit Plan, (July), Review Bylaws, and Policies and Procedures (December)

Even Years: HNMTP (April), Transportation Plan (July), Town Center Plan (December)