



Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

www.cityofhomer-ak.gov

City of Homer Agenda

Planning Commission Regular Meeting

Wednesday, November 03, 2021 at 6:30 PM

Council Chambers via Zoom Webinar

Webinar ID: 979 8816 0903 Password: 976062

Dial 669 900 6833 or 253 215 8782 or Toll Free 877 853 5247 or 888 788 0099

CALL TO ORDER, 6:30 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

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

- [A.](#) Planning Commission Regular Meeting Minutes of Oct. 20, 2021

PRESENTATIONS / VISITORS

- [A.](#) City of Homer Wayfinding & Streetscape Project Update from Julie Engebretsen, Deputy City Planner & Special Projects Coordinator

REPORTS

- [A.](#) Staff Report 21-65, City Planner's Report

PUBLIC HEARINGS

- [A.](#) Staff Report 21-66, Ordinance 21-XX, Amending Onsite Parking Requirements for Detached One Bedroom or Efficiency Dwelling Units

PLAT CONSIDERATION

PENDING BUSINESS

- [A.](#) Staff Report 21-52, Use of Shipping Containers

NEW BUSINESS

- [A.](#) Memorandum Re: Advisory Bodies 2022 Meeting Schedule

INFORMATIONAL MATERIALS

- [A.](#) City Manager's Report for Oct. 25, 2021 City Council Meeting
- [B.](#) Planning Commission Calendar

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

COMMENTS OF THE STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is Wednesday, November 3, at 6:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission

Session 21-22, a Regular Meeting of the Planning Commission was called to order by Chair Scott Smith at 6:31 p.m. on October 20, 2021 at Cowles Council Chambers in City Hall located at 491 E. Pioneer Avenue, Homer, Alaska, and via Zoom Webinar.

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

STAFF: CITY PLANNER ABBOUD
CITY CLERK JACOBSEN

APPROVAL OF THE AGENDA

BENTZ/VENUTI MOVED TO APPROVE THE AGENDA AS PRESENTED.

There was no discussion.

Chair Smith confirmed that the Commissioners received the supplemental packet and were prepared to act on Staff Report 21-62. The Commissioners concurred they received the materials and were prepared.

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 September 15, 2021
- B. Decision and Findings for Conditional Use Permit 21-07 at 1554 Homer Spit Road
- C. Homer Lake Street Rehabilitation Right of Way Acquisition Preliminary Plat Time Extension Request

HIGHLAND/BENTZ 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 21-61, City Planner's Report

City Planner Abboud reviewed his staff report that was included in the packet. He answered questions from the Commission regarding items in his report. He addressed the Safeway parking lot progress and that they're fulfilling the requirements of code with the expansion of their parking lot. They discussed the recent State determination to allow ATV's on roadways and City Clerk Jacobsen advised that Council had recently adopted code prohibiting ATV's on city streets. They also touched on Resolution 21-065 regarding non-motorized amenities on Kachemak Drive and the challenges for bicyclist and pedestrians, and the work of the Homeless Coalition.

Commissioner Bentz noted her surprise that strategic planning and the comprehensive plan on the horizon, it seems staff has a lot of different irons in the fire as far as plan development that are coalescing and could help them look at a longer term vision for the community and land. She referenced hazard planning, storm water and drainage planning, and transportation planning and shared that as a Commission they can think of the components of the plans together and that will help with the strategic planning process. Near term it will be interesting to see what policy recommendations the hazard planning team comes up with, that will help with long term planning and perhaps bring some specific code changes like setbacks, definitions, coastal bluff definitions, and so forth.

Chair Smith suggested having the Borough Transportation Planning Department present at a future worksession, similar to Platting Manager Huff's presentation tonight. City Planner Abboud said he'd try to work that in and shared that the strategic planning he referenced is more of developing a work plan for the office as they continue have more demand for services than hours so they need to prioritize things. He's interested in having transportation professionals help in considering what the future is likely to bring, and not get caught in the solution of today.

PUBLIC HEARINGS

A. Staff Report 21-64, Remand from the Board of Adjustment of Conditional Use Permit 20-15 at 106 W. Bunnell Ave.

Commissioner Venuti was excused from participating due to ruling of his conflict of interest regarding this matter, and was moved to a waiting room.

Commissioner Bentz reported a potential ex-parte communication in that she received a phone message from a concerned member of the public. Commissioner Bentz pointed out that the member of the public put her comments in writing and they're provided the supplemental packet, so she doesn't think she has any other information than the other Commissioners have, but wanted to bring this before the Commission to determine if she had bias in any way based on the phone message.

Chair Smith asked if Commissioner Bentz engaged in conversation with the member of the public. Commissioner Bentz responded she did not, it was a message left on her phone and once she realized what it was about she recognized it would be ex parte communication if she were to call the person back. The written comments are part of the record now in the supplemental packet and that's the substance of the comments in the message.

HIGHLAND/BARNWELL MOVED THAT COMMISSIONER BENTZ HAS EX-PARTE COMMUNICATION.

Commissioner Highland shared that due to the fact it was a message on a phone with no return phone call there is no ex-parte communication.

VOTE: NO: HIGHLAND, BARNWELL, CHIAPONNE, CONLEY, SMITH

Motion failed.

Chair Smith summarized the decision and order remanding CUP 20-15 to the Planning Commission, and then opened the public hearing.

Frank Griswold, city resident and appellant in the remanded matter, commented regarding Commissioner Bentz's disclosure of ex-parte and that it wasn't disclosed appropriately in accordance with Homer City Code. He commented that complex dispositive motions are under consideration tonight and should therefore be addressed in a special public hearing and not during a regular commission meeting where public comment is limited to three minutes. He noted on July 29, 2021 Attorney Holmquist agreed with him that the Commission should provide notice to neighboring property owners and set a special meeting to solely address his motion to dismiss the appeal, but the Commission did not do so. Instead they voted to dismiss the appeal, in hopes it would go to a hearing officer. He referenced notice requirements outlined in City Code and that proper notice was not given, and explained the two toll free numbers provided for the Zoom meeting were working but the meeting id and passcode did not work. Finally the City Planner is a party to the appeal and should not have written the staff report encouraging dismissal of the appeal and should not have engaged in ex-parte communication with Commission related to the applicant's temporary withdrawal of the CUP application. He cited Kleven v. Yukon Koyukuk School District related to a moot claim, and Knox v. Service Employee International Union Local 1000 when an action is not moot and questioned what precedent the Commission wants to set. He also noted matters that are not allowable in Homer City Code related to appeals, and an appellate procedure rule of the Alaska Courts regarding filing a motion for reconsideration. He encouraged the Commission comply with the Boards instructions and if the Board sees fit to dismiss the appeal, so be it.

There were no further comments and the hearing was closed.

The Commission discussed how best to proceed with this matter. They acknowledged the points raised in the remand and the points raised by Mr. Griswold. One matter relates to tax code which is not their specialty, and they'd need to be advised on how to address that.

BENTZ/HIGHLAND MOVED THAT THE COMMISSION POSTPONE DELIBERATION WITH STAFF SUPPORT TO AT TIME TO BE DETERMINED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Commissioner Venuti was admitted back to the meeting.

PLAT CONSIDERATION

PENDING BUSINESS

A. Staff Report 21-62, Parking Requirements for One Bedroom Dwelling Units

City Planner Abboud reviewed his staff report that was included in the packet. There were no questions from the Commission.

BENTZ/VENUTI MOVED TO RECOMMEND ADOPTION OF THE DRAFT ORDINANCE AMENDING HOMER CITY CODE 21.55.090A1 AND FORWARD TO PUBLIC HEARING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

A. Staff Report 21-63, Motion to Dismiss and Motion for Leave to Supplement Points on Appeal of CUP 20-15 Submitted by Frank Griswold

There was discussion regarding process and in attempt to determine the meaning of Leave to Supplement Points of appeal.

HIGHLAND/BENTZ MOVED THAT THE PLANNING COMMISSION DENIES TAKING UP THE MOTION FOR RECONSIDERATION AND THE MOTION FOR LEAVE TO SUPPLEMENT POINTS ON APPEAL OF CUP 20-15 SUBMITTED BY APPELLANT GRISWOLD AND THAT THE PLANNING COMMISSION RECOMMENDS THE BOARD OF ADJUSTMENT DISMISS THE APPEAL OF CUP 20-15 DUE TO THE FACT THAT THE APPLICANT HAS WITHDRAWN THEIR CONDITIONAL USE PERMIT APPLICATION AND THEREFORE THE PERMIT NO LONGER EXISTS.

Commissioner Highland referenced the information on page 79 of the packet which notes that HCC 21.93 does not authorize a party to supplement or modify points on appeal, and that the motion is moot because the appeal was dismissed. She questioned if the Commission isn't supposed to act on this, then why was it in their packet. She personally agrees with the

conclusion noted on page 80 of the packet, and feels the Board of Adjustment should dismiss the appeal.

Commission Chiaponne asked for clarification on the motion from the Board of Adjustment. City Clerk Jacobsen explained if she understood the discussion at the last Board of Adjustment meeting, one of the arguments was that the Planning Commission didn't have the authority to dismiss the appeal and that the Board of Adjustment would be the body that would make that decision. She explained when the Board of Adjustment came out of their executive session on September 20th, they adopted the motion that while the Board of Adjustment believes it is a moot point due to the lack of an active permit application, the Board of Adjustment believes that the appeal procedurally should be before the Planning Commission for Appellant Frank Griswold's motion for reconsideration and motion for leave to supplement points on appeal of CUP 20-15 and the Board directs the Clerk to refer that motion back to the Planning Commission for consideration.

Commissioner Bentz commented the motion on the floor as it stands would be in alignment with the Board of Adjustment vote and also in alignment with the City's proposed order to deny taking up these motions. She's in agreement with the motion on the floor.

Commissioner Highland referenced packet page 33 under staff recommendations and noted its reference to HCC 21.93 does not contain a procedure for reconsideration of a final decision in a zoning appeal, or for allowing an appellant to supplement their points on appeal. HCC 21.93.110 states that zoning appeal decisions are final decisions. Since the code doesn't have a procedure she feels that's a strong argument.

VOTE: YES: BARNWELL, SMITH, CONLEY, CHIAPONNE, BENTZ, HIGHLAND

Motion carried.

INFORMATIONAL MATERIALS

- A. City Manager's Report for September 27 & October 11, 2021 City Council Meetings
- B. Kenai Peninsula Borough Notice of Decisions
- C. Planning Commission Calendar

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

City Clerk Jacobsen said it was nice to be with you all tonight, thank you for a good meeting.

COMMENTS OF THE COMMISSION

Commissioner Highland said it was an interesting meeting.

Commissioner Chiaponne thanked the group for their help tonight.

Commissioner Conley apologized for his technical difficulties and thanked everyone for a good meeting.

Commissioner Venuti said he enjoyed the worksession tonight. He's glad Ms. Keiser was able to join and get her input. He thanked staff for doing a great job.

Chair Smith enjoyed the meeting the thought it would be a little more involved than it was. He's looking forward to their future worksessions. He thinks what the City Planner has mapped out is outstanding.

There were no other comments.

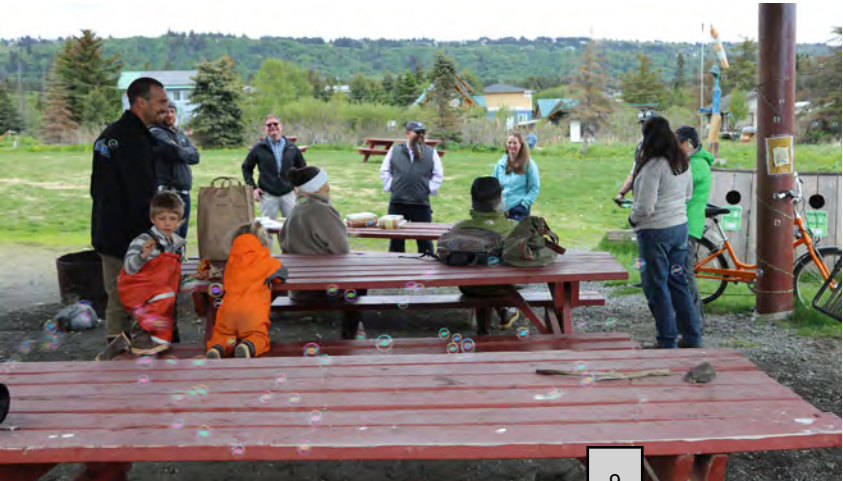
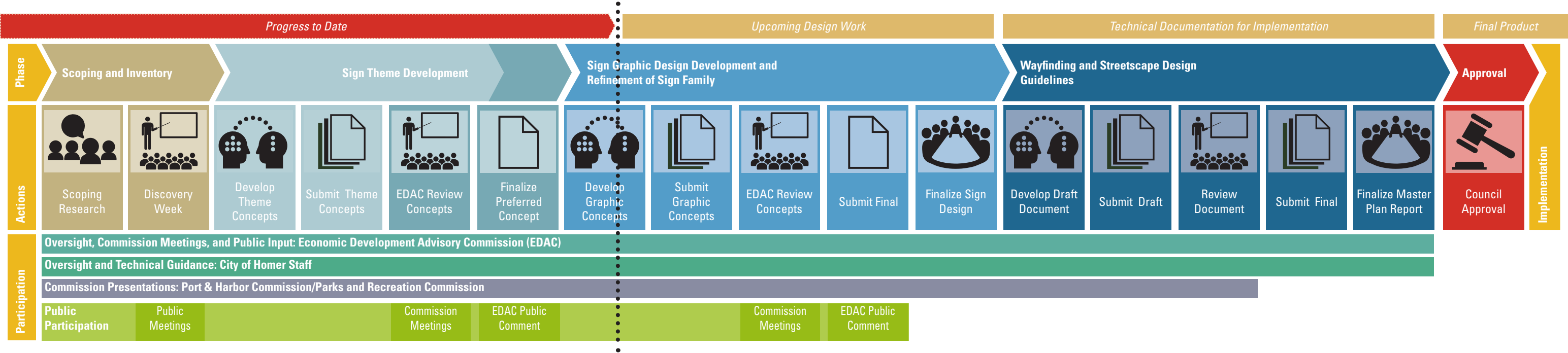
ADJOURN

There being no further business before the Commission, the meeting was adjourned at 8:18 p.m. The next Regular Meeting is Wednesday, November 3, 2021 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.

Melissa Jacobsen, MMC, City Clerk

Approved: _____

WHERE WE ARE IN THE PROCESS





SIGN GOALS



Photo 1

This project has been tasked with two main goals: 1) Develop a functional wayfinding system that will be clear and help people to navigate around Homer, and 2) Develop a sign system that fits into and feels like Homer. The photos on this sheet show various locations, and the context within which signs will be located and need to function. An important discussion has been that Homer has a significant amount of existing signs, and many of these exhibit the artistic aspects that might represent 'Homer character'. From this, the intent is that the sign system should be easily recognizable and legible, but not compete with adjacent areas and signage. The sign framework should generally be simple, with some emphasis placed on the graphic design of panels to reflect the City and/or a particular area. Adjacent landscaping should be used to integrate the signs into an area, with the possible use of adjacent artistic components where visual emphasis is desired (such as gateways).



Photo 5



Photo 2



Photo 4



Photo 6



Photo 3



Photo 7

PREFERRED SIGN FAMILY

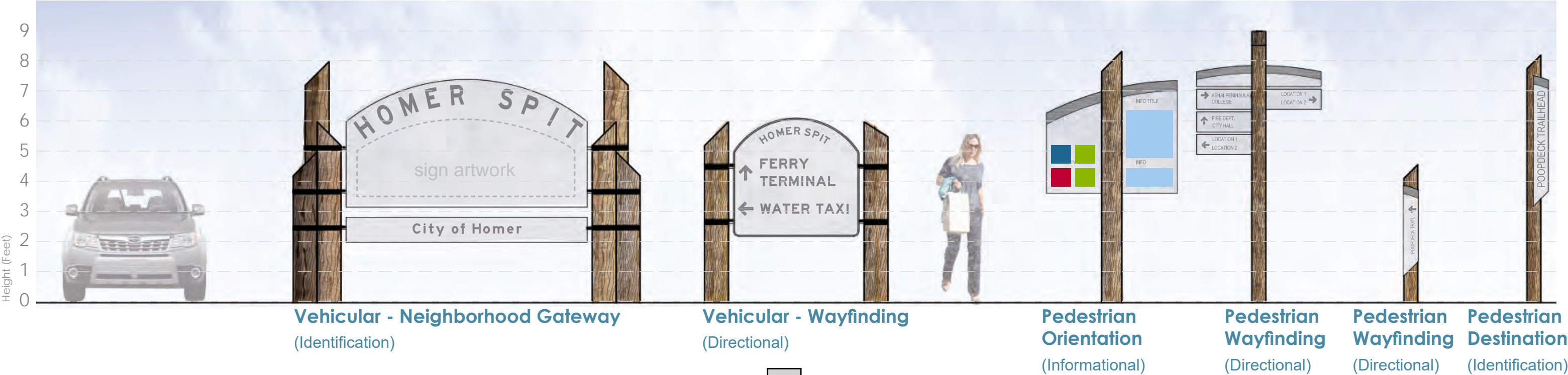


This is loosely marine-themed for the use of round timber similar to dock pile and bollards. The main sign panel could have significantly sized area-specific artwork.

The gateway sign panel clearly brands the destination area and the City of Homer, and includes space for a significant graphic or artwork element. Vehicle wayfinding signs would be similar in shape and form to the gateway, with a focus on clear navigation.

Pedestrian signs would help people to orient and make choices (maps and destinations), help them navigate to their destination (sign posts), and identify public destinations that might be unsigned (trailheads).

Options only illustrate general form and scale. Graphic design of panels and refinement of a preferred alternative option will occur during the next project phase.





GATEWAY CHARACTER

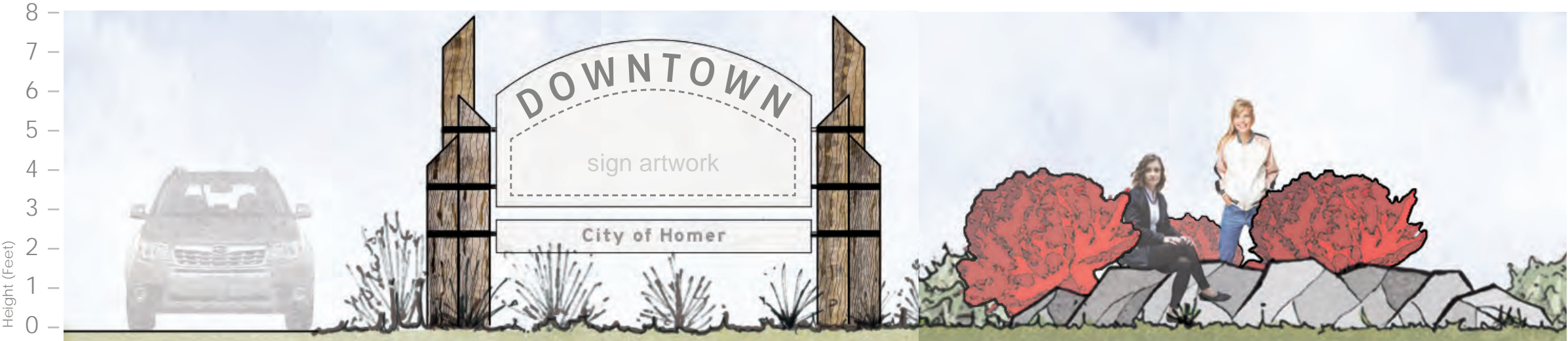


General

The intent is that gateways can be used stand-alone, with landscaping around the sign to complement the local theme, and/or combined with something more iconic that could represent the character of the area and possibly act as an 'Instagram moment'.

Homer Spit Gateway

The Instagram moment idea for the Homer Spit area would be a boat that allows people to take a photo sitting in front of the cabin behind the bow, and standing behind the cabin.



Downtown Gateway

The Instagram moment idea for the Downtown area could be a larger-than-life peony planting bed where people can stand among the large peony blooms.

Ocean Drive Gateway

The Instagram moment idea for the Ocean Drive area could be a small plane that people could pose with.



Neighborhood Gateway Sign Thematic Component/Instagram Moment

FINDING YOUR DESTINATION



People need to figure out where they want to get to, and how to get there. Homer has some key destinations, and these destinations include areas where there are multiple things to do and see. The map to the right shows some of these “destination areas”.

Most people entering into Homer will be doing so in a vehicle (car, boat, or plane). Wherever they enter Homer, there should be a way for them to figure out how to get to their already known destination, or figure out their destination. Information kiosks at key entries to Homer should provide information on emergency services and civic destinations. These locations are also good places to partner with entities like the Chamber of Commerce to identify private sector and for-profit opportunities and experiences.

Then, people can either get to their final specific destination, or find a place to park and continue their travel to their destination or destinations. Roadway signs are important to help people get to specific key destinations, or these destination areas.

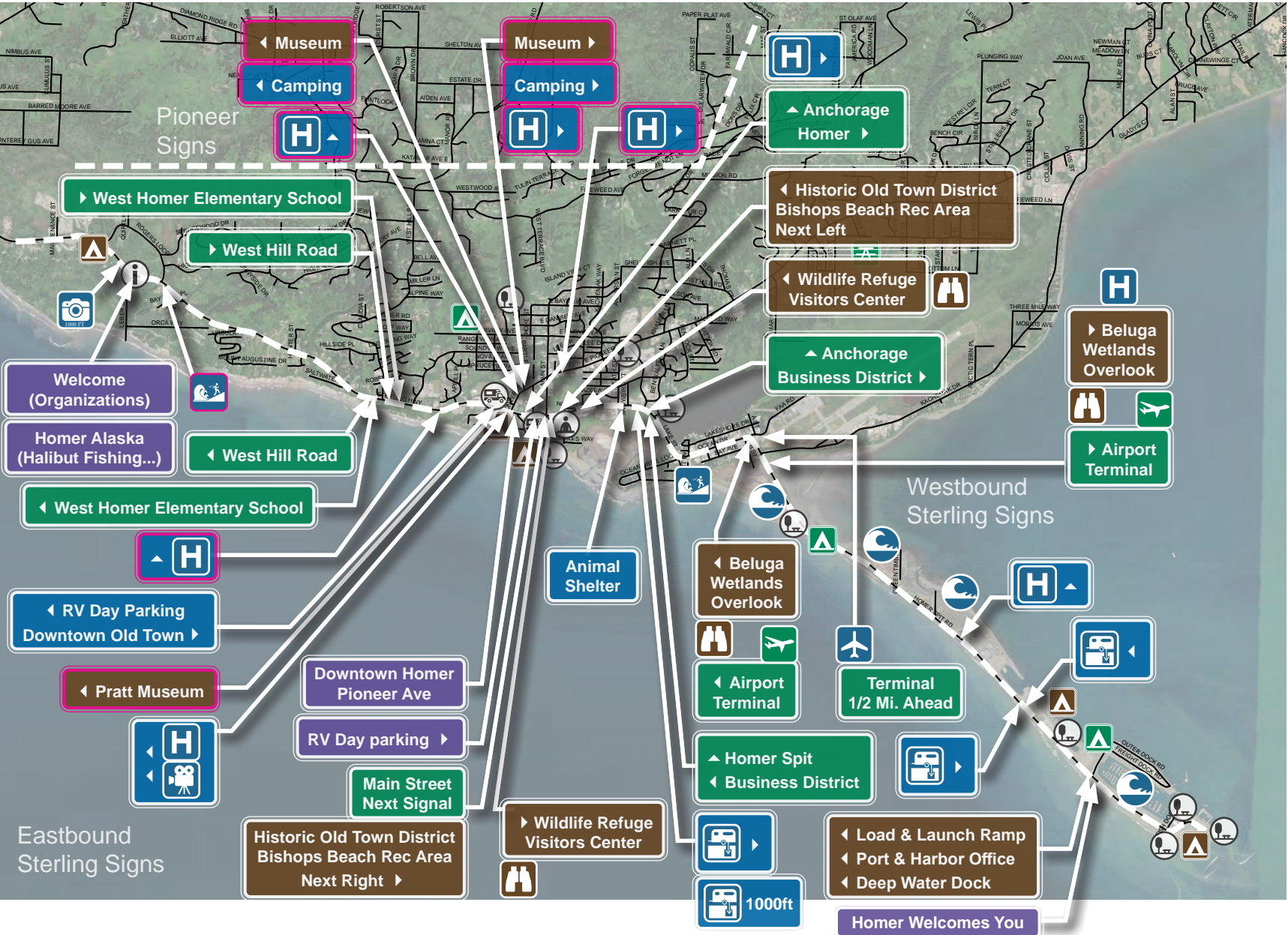
Once people are out of their cars, area specific information can be provided with a different type of information kiosk that focuses on a smaller area, supported by pedestrian sized signs to assist people in navigating.

The flowchart on this sheet is intended to illustrate this process of figuring out where you want to go, how to find your way there, and then how to navigate to your final destination if it involves parking and walking.



- Downtown Homer (Destination Area)
- Old Town (Destination Area)
- Ocean Drive (Destination Area)
- Homer Spit (Destination Area)
- Skyline Drive (Destination Area) and Wynn Nature Center (Destination)
- Karen Hornaday Park (Destination)

EXISTING HIGHWAY SIGNS



- RV Parking
- Visitor Services
- Park
- Information
- City Campground
- Private Campground

- Location** DOT 'brown' Sign - Recreational and Cultural Interest Area Signs (RCIA)
- Location** DOT 'green' Sign - Directional
- Location** DOT 'blue' Sign - Tourist Oriented Directional Signs (TODS)
- Location** Local Sign - Directional or Gateway
- Pink Frame** indicates that it was identified from Google Streetview and may not be accurate

VEHICLE SIGN OVERVIEW



Criteria for Sign Placement

Sterling Highway and Pioneer Avenue are both owned as rights-of-way by the Alaska Department of Transportation (ADOT). Signs located within these rights-of-way need to be permitted with ADOT and have strict requirements related to design and placement. These requirements generally relate to vehicle safety should a driver lose control with their car leaving the road. Requirements dictate how close to a road a sign may be, and the design of the sign as it relates to how easily it will shear from its base on impact.

While the sign system includes a Vehicular Directional Sign, this sign type may not be significantly used since the areas where these are needed are within ADOT rights-of-way.

For Neighborhood Gateway signs, their placement will be limited due to the needed distance from traffic. Depending on location, this may require them (as designed) to be located on adjacent land.

Homer Sign Focus Areas

Baycrest Overlook

The overlook area is the first place where people have an opportunity to pull over from the highway and orient themselves for their Homer arrival. The only warning for this area is a “scenic overlook” icon to the west. The existing “Homer Alaska” sign is used for photographs, there is a small map of civic destinations on the toilet building, and there is a tourism information gazebo that when open has information available.

Proposed Conditions:

The wayside should be provided with an information kiosk that would be used by the City of Homer to provide a map and civic destinations, accompanied by Chamber of Commerce information for local businesses and the services they offer. Information should include specific targeted messages unique to Homer or to particular audiences. For example, what to expect in Homer if you are driving a motorhome, and safety information including tsunami and wildlife preparedness. A highway sign should be provided to better identify the wayside and that it provides local information.

Downtown and Old Town

Signs leading to downtown are not clear, with DOT signs pointing to Business District and Main Street. DOT signs for Old Town are clear. Neither area has an entry point that is branded to encourage entry by celebrating the destination.

Proposed Conditions:

The intent is to clearly assist drivers with getting to and parking at a specific destination, or to park and have access to an outdoor information sign. The goal is to allow them to leave their vehicle in a location and to walk/bike within the area. See pedestrian sheets for wayfinding once people are out of their vehicles.

Clearer directional signs for Downtown are needed. More importantly, both Downtown and Old Town would benefit from Gateways at key entry locations. These would strengthen wayfinding by providing an obvious visual clue for where to turn, and also illustrate that there is something special in the area. Due to the strength of the Homer Spit as a destination, emphasizing other destinations to those moving through the Sterling Highway corridor could encourage people to come back into town.

Ocean Drive

The airport terminal is the first place where people have an opportunity to orient on their arrival into Homer. The lobby contains pamphlets and rack cards for visitor information. Those arriving by air taxi (land or water) might also be able to access similar information in the lobby of the air company they are using.

Proposed Conditions:

The intent is to clearly assist drivers with getting to and parking at a specific destination, or to park and have access to an outdoor information sign. The goal is to allow them to leave their vehicle in a location and to walk/bike within the area. See pedestrian sheets for wayfinding once people are out of their vehicles.

Homer Airport will benefit from an exterior information kiosk. As the airport also connects people to and from other forms of transportation, information should be provided to help them get to their next mode of transportation. Wayfinding signage should help not only identify where people may need to go, but also help them understand distances. This helps establish expectations, and allows people to choose whether they walk or use vehicular transportation.

Homer Spit

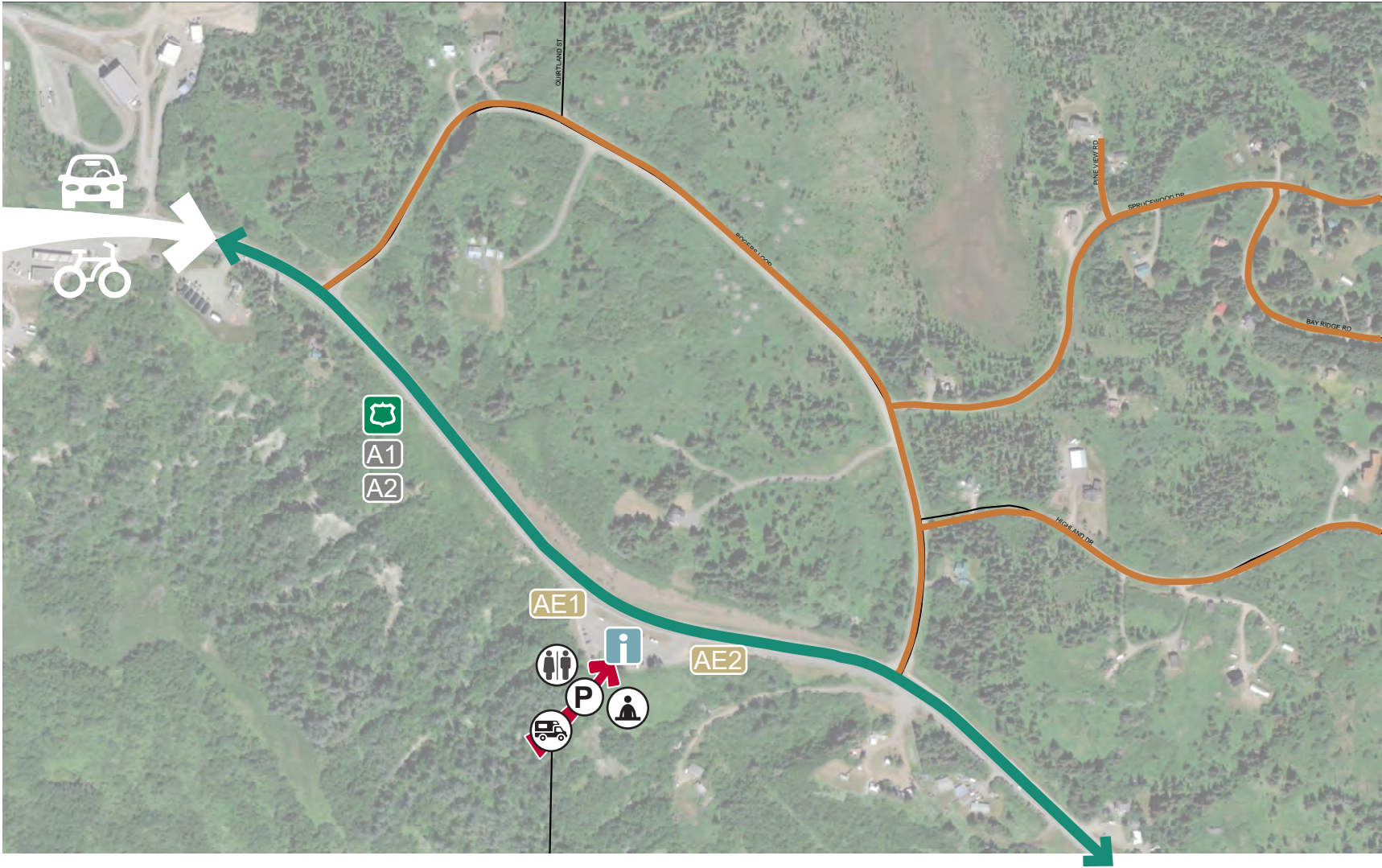
The two ferry terminals, harbormaster’s office, terminal, and harbor in general are the first places where people have an opportunity to orient on their arrival into Homer. Exterior information is not available at these locations. The Homer Spit is a congested area for driving and parking, and there is little directional signage for destinations or for clarity in parking.

Proposed Conditions:

The intent is to clearly assist drivers with getting to and parking at a specific destination, or to park and have access to an outdoor information sign. The goal is to allow them to leave their vehicle in a location and to walk/bike within the area. See pedestrian sheets for wayfinding once people are out of their vehicles.

Similar to the airport, the Homer Spit connects people to and from other forms of transportation. Information should be provided to help them get to their next mode of transportation, or to experience Homer. Wayfinding signage should help not only identify where people may need to go, but also help them understand distances. This helps establish expectations, and allows people to choose whether they walk or use vehicular transportation.

BAYCREST OVERLOOK



ROADS

- Main Route
- Secondary Route

RESOURCES

- Visitor Services (Partner)
- Public Toilet

VEHICLE WAYFINDING

- DOT Directional Sign
- Area Gateway
- Information Homer
- Information - Neighborhood
- Existing Sign
- Proposed Sign

ACCESS/PARKING

- On-site public parking
- Possible adjacent parking, none on-site
- Space for on-site RV parking for park and walk
- Information Hub & Available Parking

Existing DOT Signs
(shaded signs are replaced or removed, non-shaded are to remain)

None

Existing Local Signs

AE1: Eastbound Sign



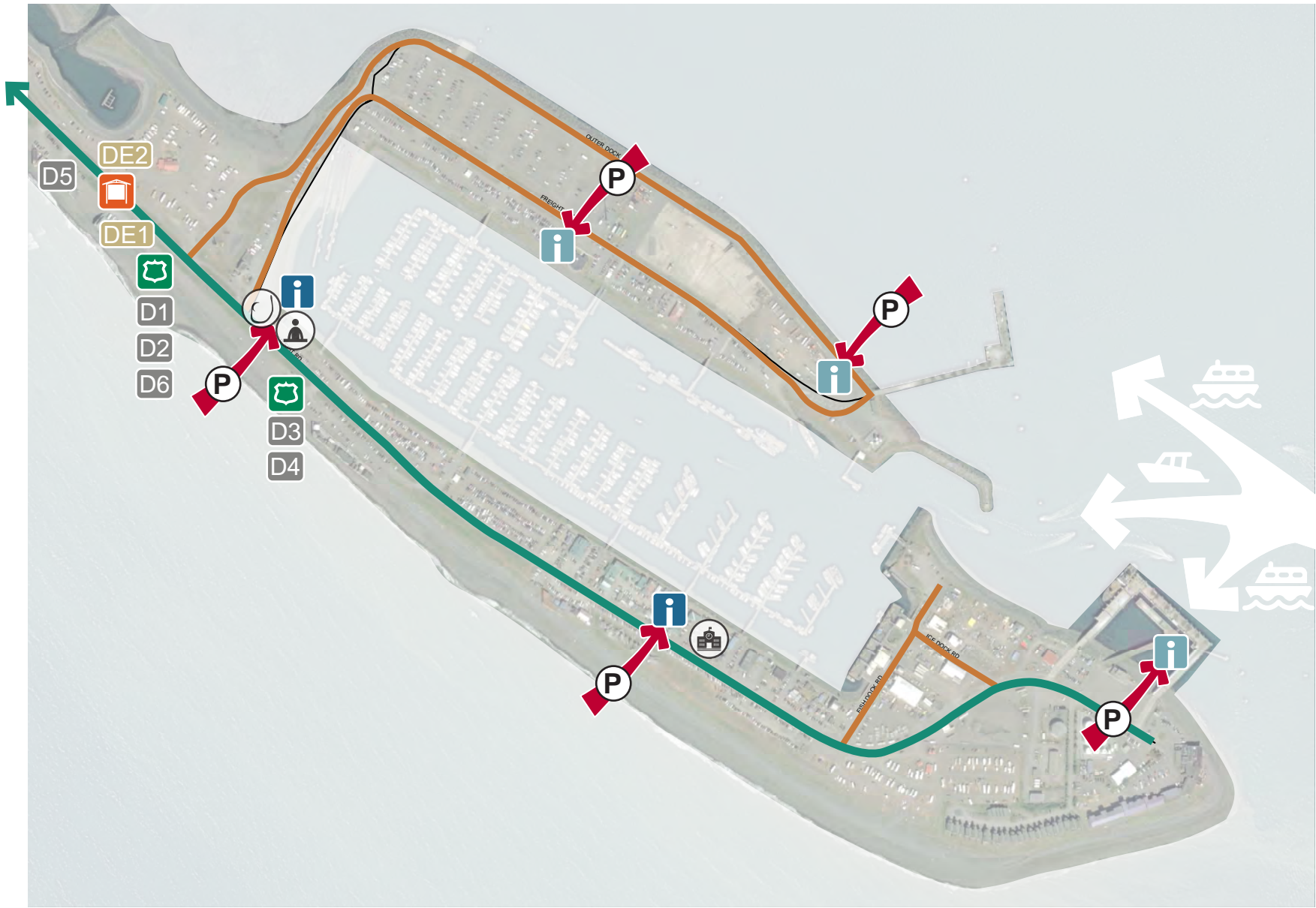
AE2: Eastbound Sign



Modified or New Signs

A1: Eastbound Sign
HOMER

A2: Eastbound Sign
VISITOR INFORMATION



- ROADS**
- Main Route
 - Secondary Route
 - Important Intersection

- RESOURCES**
- Visitor Services
 - Public Toilet
 - Civic Destination
 - Park
 - Trailhead
 - Wayfinding Icon

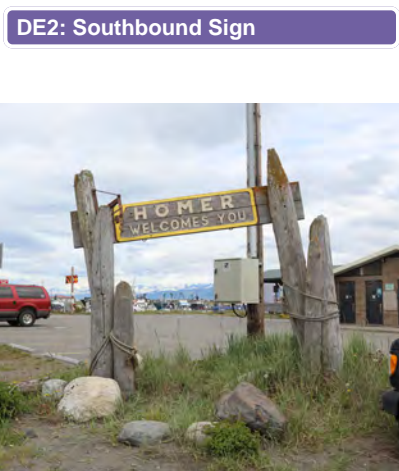
- VEHICLE WAYFINDING**
- DOT Directional Sign
 - Area Gateway
 - Information Homer
 - Information - Neighborhood
 - Existing Sign
 - Proposed Sign

- ACCESS/PARKING**
- On-site public parking
 - Possible adjacent parking, none on-site
 - Space for on-site RV parking for park and walk
 - Information Hub & Available Parking

Existing DOT Signs
(shaded signs are replaced or removed, non-shaded are to remain)

- DE1: Southbound Sign**
- Load & Launch Ramp
 - Port & Harbor Office
 - Deep Water Dock
- Replaced by D2 below

Existing Local Signs



Modified or New Signs

- D1: Southbound Sign**
- FREIGHT DOCK RD
- D2: Southbound Sign**
- Load & Launch Ramp
 - Ramps 6, 7 and 8
 - Port & Harbor Office
 - Deep Water Dock
 - Seldovia Ferry Terminal
 - Homer Ferry Terminal
- Replaces DE1 above

- D3: Northbound Sign**
- FREIGHT DOCK RD
- D4: Northbound Sign**
- Load & Launch Ramp
 - Ramps 6, 7 and 8
 - Port & Harbor Office
 - Deep Water Dock
 - Seldovia Ferry Terminal

- D5: Northbound Sign**
- Ocean Drive
 - Old Town
 - Downtown

- DE6: Eastbound Sign**
- Port of Homer
 - Small Boat Harbor

HOMER SPIT



Information Kiosks

Ferry Terminals and Harbormaster's Office

These signs will likely be the first signs that someone sees on their visit to Homer. The intent for these signs is to orient people to Homer, help them find and prepare themselves for destinations, prepare them with general information for how they will experience homer (such as bicycling), alert them to specific safety information (such as Tsunami), and possibly change or expand where they might go and what they might do during their time in Homer. This location would have less emphasis on vehicle information such as where to park.

Information at these locations should focus on:

- Orientation to Homer
- Wayfinding: Identification of civic destinations
- Safety: Tsunami
- Safety: Wildlife
- Guidance: Walking/Bicycling in Homer
- Regulation: General

Chamber of Commerce and The Boat House

Each of these locations provides information to help someone explore the area. The intent for these signs is to orient people to the area, help them find destinations, and possibly change or expand where they might go and what they might do in the area.





Information at these locations should focus on:

- Orientation to the area (also providing context with Homer)
- Wayfinding: Identification of civic destinations
- Wayfinding: Trails, trailheads, and pedestrian routes




TRAILS

Trail/Pedestrian Route





RESOURCES

-  Visitor Services
-  Public Toilet
-  Civic Destination
-  Park

NEW WAYFINDING

-  Information - Homer
-  Information - Neighborhood
-  Pedestrian Wayfinding

ACCESS/PARKING

-  On-site public parking
-  Possible adjacent parking, none on-site
-  Space for on-site RV parking for park and walk
-  Information Hub & Available Parking

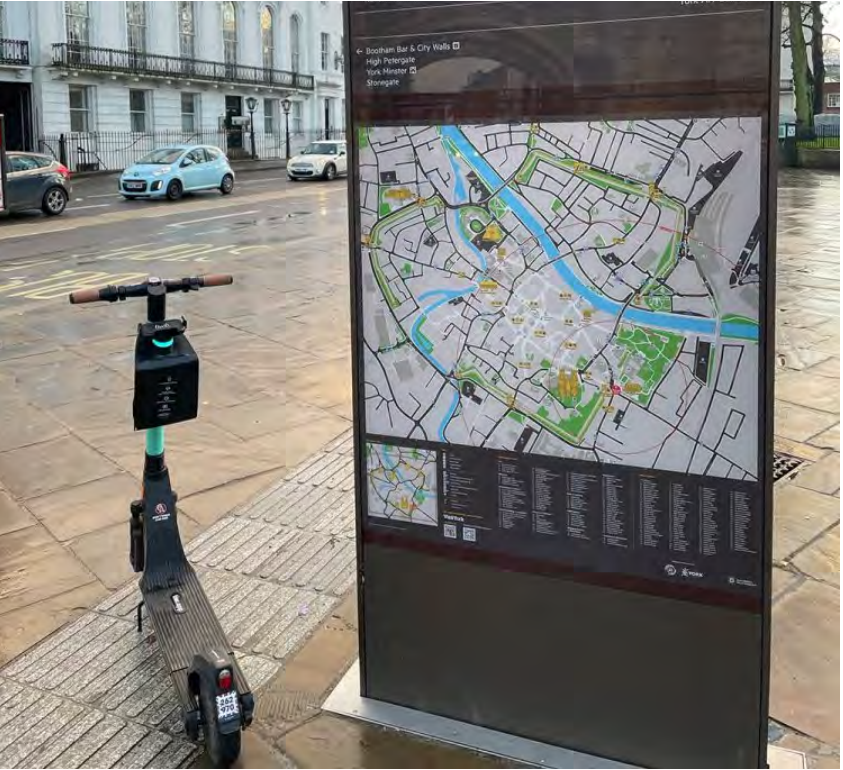
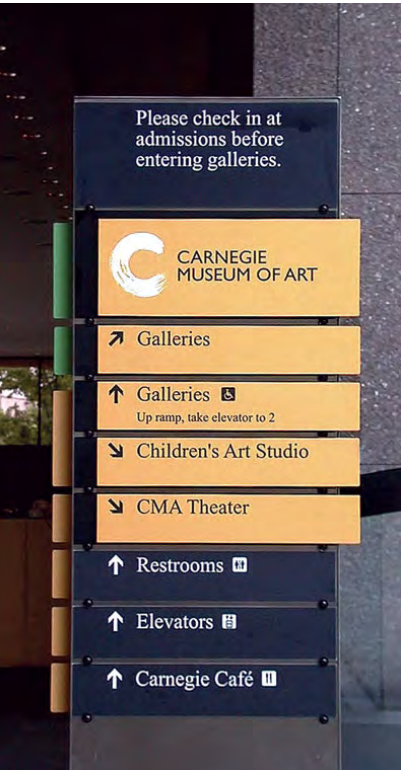
Proposed pedestrian level information is very draft. Each trailhead should be provided with identifying signs, and wayfinding signs should be provided to connect people from key starting points (information kiosks?) to the trails. A discussion is needed how much pedestrian level signage is needed.

Sign at each gangplank top, and road intersection beyond?

MATERIALS: SIGN PANELS



Sign Content: Direct Printing on Panels



MATERIALS: SIGN PANELS



Sign Content: Engraved/Carved Panels



Sign Content: Letter/Silhouette Overlays



STREETSCAPE: Overview

The intent of this project is to select a suite of standard site furnishings that would be used for the City of Homer. The general criteria for this should be a balance of durability, cost, and aesthetics. Standardizing products helps to create continuity and simplify maintenance and procurement.

This project also has a specific intent of improving Homer streetscapes, with a focus on Pioneer Avenue. Existing decisions within this corridor hamper its development into a pedestrian-friendly streetscape, but where possible improvements should be made within the existing framework. The narrative on this sheet provides guidance for working within current conditions.

For future development, pedestrian scale lighting, sidewalk location and widths and integration with adjacent businesses. The narrative at the end of this sheet includes some guidance relating to possible future conditions.

A Good Streetscape

A good streetscape provides: beauty and comfort, facilitates commerce, and contributes toward sustainability in many ways (including economic, ecological and maintenance). A streetscape can also contribute to a sense of place, and create a desirable place to use and experience.

Streetscape Factors for Current Conditions

Good streetscape design balances the pressures and variables that influence any given area. The factors provides below give a general overview, and are not intended to be detailed or exhaustive. Other factors may exist, but these are the main ones that relate to current discussions for this project.

Visual Complexity

Provide a visually harmonious streetscape, with visual hierarchy to elements and a sense of order. This should be compatible with the potential wide variety of adjacent business and facility aesthetics. Streetscape elements (lighting, furniture, amenities) should be consistent and (typically) limited in variety.

Safety (Crime Prevention Through Environmental Design – CPTED)

Follow CPTED principles, with emphasis on allowing clear sightlines for active and passive surveillance. A clear area between 24” and 72” (min.) off the ground should be maintained, reducing the possibility for hiding.

Safety (Pedestrian Protection)

Provide implied or actual separation between vehicles and pedestrians in the form of continuous vertical separation (curbing/walls/bollards), implied separation (vertical objects such as light poles or trees), or horizontal distance.

Maintenance (Ongoing)

Provide sufficient clear sidewalk width for equipment movement without danger for potential damage to streetscape elements. All seasons must be considered.

Longevity (Materials & Installation)

Identify the desired life-span for project components, and determine materials and fabrication qualities that achieve those lifespans. Where components could be removed and reinstalled (such as benches), prioritize durability and high-quality.

Ensure that construction documents detail installations correctly to ensure longevity, maintain warranties, and ensure that streetscape installations operate as a ‘system’ where each part works well with others. Ensure that construction period administration and inspections verify (and enforce) the desired level of quality for components and installation.

Business Benefits (Usable Space)

Provide space for occasional or ongoing business-use in front of buildings. This contributes to an engaging/lively environment, and allows for flexibility (such as what we’ve discovered as a result of COVID 19 and social distancing).

Business Benefits (Ease Of Wayfinding)

Maintain or improve views from the street to buildings, businesses, or points of interest. Views and sightlines are critical to businesses success.

Landscaping

Street trees and planting beds are important for aesthetics and comfort within a streetscape. Regular placement of street trees can help to define and separate pedestrian and vehicular zones, and help to provide a human scale within a road corridor. Street trees should only be included if they can be provided with correct soil volumes and quantity (a healthy 10” caliper tree can require up to 700 cubic feet of soil) and be protected from chemical and physical damage. Plantings provide the same benefit for defining zones and creating comfort, and further enhance aesthetics.

Amenities (Bicycle Parking)

Provide convenient and quality bicycle parking.

Amenities (Seating)

Provide seating, with a significant proportion of seating having backs and armrests (critical for the elderly or people with physical limitations). Seating provides places for people to rest, relax and socialize.

Amenities (Artwork/Interpretation)

Prioritize aesthetic and educational opportunities within the streetscape to increase it’s attractiveness, interest, and function as a desired destination.

Streetscape Factors for Future Conditions

Pedestrians (Ease Of Movement)

Provide sidewalk open widths relative to expected pedestrian use. In order to minimize potential competition for this space, additional space should be provided at the front and back of the sidewalk to accommodate business and public uses that might otherwise intrude on pedestrian movement.

Design with universal access in mind. Americans with Disability Access guidelines establish minimum requirements and recommendations, and should be exceeded wherever possible to achieve barrier free design if not universal design.

Pedestrians (Ease Of Access From Vehicles)

If future conditions allow on-street parking, allow for movement between vehicles and sidewalks. Provide sufficient clear sidewalk area next to vehicles to allow door swing, access in and out of vehicles, and access to the main sidewalk area.

Lighting

Provide for minimum lighting levels for safety, and provide a lighting design that contributes to a vibrant and attractive streetscape. For Homer, this should have a focus on winter lighting. Provide convenient electric outlets for seasonal lighting (pole and ground mounted).

Maintenance (Lighting, Utilities)

As streetscapes are improved, ensure that conduit, junction boxes, and other infrastructure is in place to allow maintenance, flexible use, and utility growth/changes without significant construction impacts. Choose streetscape elements that can be maintained easily.

STREETSCAPE: BENCHES



Existing



Existing



MM Cite



Maglin



Landscape Forms



Landscape Forms



Landscape For

DRAFT FOR INITIAL DISCUSSION
TO GET A FEELING FOR RANGE OF
AESTHETICS FOR REFINED OPTIONS



Existing



Existing



Victor Stanley



City of Homer

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(p) 907-235-3106

(f) 907-235-3118

TO: Homer Planning Commission
FROM: Rick Abboud, AICP, City Planner
DATE: November 3, 2021
SUBJECT: Staff Report 21-65, City Planner's Report

City Council 10.25.21

Resolution 21-076, A Resolution of the City Council of Homer, Alaska Amending the City Council Meeting Schedule to hold a Special Meeting on November 8, 2021, Cancel the Regular Meeting on November 22, 2021, and Conduct a Worksession on November 22, 2021 at 4:00 p.m. if needed for the Planning and Conceptual Design of a Multi-Use facility on the Homer Education and Recreation Campus Planning. City Manager/City Clerk. Memorandum 21-185 from City Clerk as backup

ADOPTED without discussion

Resolution 21-077, A Resolution of the City Council of Homer, Alaska Awarding the Contract for Planning and Conceptual Design of a Multi-Use facility on the Homer Education and Recreation Campus to Stantec in the Amount of \$75,000 and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager. Memorandum 21-188 from Deputy City Planner/Public Works Director as backup

ADOPTED with discussion.

10.8.21

Special Meeting

Recommendation from Planning Commission to the Board of Adjustment Regarding Conditional Use Permit 20-15

Hazard Planning

We have formed a planning team to update the Hazard Mitigation Plan. It has been a long time coming and I am excited to get going on the project. We may incorporate an opportunity for input at a future meeting and/or at other venues. We are lucky to have former Planning Commission and now City Council Representative Erickson working with us. I will keep you informed on our progress.

We are also getting back on track with the State of Alaska Division of Geological and Geophysical Surveys (DGGS) on Coastal Bluff erosion. I expect a chance for Commission input on the plan and feedback on proposed best practices at the next two meetings, at least.

While the above two projects are commencing, we are processing work that is studying the drainage concerns associated with the Baycrest Subdivision and will be working through possible solutions.

HERC

We have awarded a contract to work on conceptual designs for the HERC site. Once a design is agreed upon, I expect to see a request for funding developed. This project is fast tracked to take advantage of current opportunities that were brought to our attention by Tim Dillon, Executive Director of the Kenai Peninsula Economic Development District (KPEDDA). Julie is the project lead for this item.

Strategic Planning

While I am working on some internal items, I still wish to have some strategic planning addressing a work plan for the Commission. As our plate is quite full, getting the above initiatives going and the fact that there are only two meetings left this year, work on a Commission plan will be addressed early next year.

Electronic Permitting

We are working through validation of the system and making sure everything makes sense. I am planning on having the system up for the next year. We will then be able to support electronic submittal and take payments through the web site. Internally we will be connected to Public Works electronically for the first time! This means that we will easily be able to verify what permits are going out in real time and coordinate permitting and inspection activities. This will be an invaluable tool for keeping track of present and future permitting and enforcement activities.

Homelessness

The Kenai Peninsula Homeless Coalition (KPHC) will be meeting October 29th and November 4th.

Economic Development Advisory Commission

Has not met since the last Planning Commission Meeting.

Commissioner report to City Council

11/8 _____

12/13 _____

Attached:

KPHC Upcoming Meetings and Community Discussions
KPHC save the dates

UPCOMING MEETINGS AND COMMUNITY DISCUSSIONS

Full Coalition Meetings

- The next meeting will be held on **October 29th from 9-10:30AM**.
- We have also scheduled a session on **November 4th from 3-4:30PM** to seek further Coalition input on plan revisions and to get your help preparing for the Community Discussions.

Community Discussions + Online Public Input

- We will kick off a public input process for the strategic plan the week of 11/15 and will launch an online survey to gather public input which will be open through December 3rd.
- We will host four Community Discussions across the Peninsula (held virtually) to hear input from community members.
- At these meetings we will share draft plan content and seek public input through participation in these sessions and the online survey. All Coalition members are asked to attend and help get the word out.
- We will provide emails that can be forwarded and social media posts that can be shared. Also, anyone can sign up on the new website to receive email notices about the Community Discussions.

New Website

- We are pleased to share that a new website has been developed to help promote the strategic planning process: www.kenai-peninsula-homeless.org
- The page can continue to be a resource for the Coalition throughout implementation of the strategic plan.
- The landing page for internal Coalition planning is still active for your reference: <https://ddaalaska.com/kenai-peninsula-homelessness-coalition/>

Assembly and City Council Meetings

- A separate email will be sent to the Coalition about Assembly and City Council meetings in the next few weeks that Coalition representatives will be providing a status of the strategic planning process and announcing the Community Discussions schedule to help get the word out about this process.
- Please watch for that separate email and consider showing up for all meetings that you can, either virtually or in person.

STRATEGIC PLANNING SCHEDULE

(Links to meetings can be accessed at www.kenaipeninsulahomeless.org)

10/25 to 11/8

Assembly and Council Meetings (see separate email titled as such)

10/29/21 - 9-10:30 AM

Full Coalition Meeting - Data Analysis and Draft Strategic Plan

11/4/21 - 3-4:30 PM

Full Coalition Meeting - Updated Draft Strategic Plan based on coalition feedback + work session on 11/15-18 Community Discussions

November 15th - December 3rd

Public comments on DRAFT Strategic Plan (online survey)

11/15 - 6-7:30 PM

South Peninsula Community Discussion

11/16 - 6-7:30 PM

Central Peninsula Community Discussion

11/17 - 6-7:30 PM

Eastern Peninsula Community Discussion

11/18 - 6-7:30 PM

Entire Peninsula Community Discussion

Week of December 13th (TBD)

Full Coalition Meeting - Finalize Strategic Plan + Celebrate



The mission of the Kenai Peninsula Homelessness Coalition is to help homeless individuals and families achieve stability.

SIGN UP FOR UPDATES

SAVE THE DATES

UPCOMING COMMUNITY DISCUSSIONS

- November 15th 6-7:30PM Southern Area Peninsula
- November 16th 6-7:30PM Central Area Peninsula
- November 17th 6-7:30PM Eastern Area Peninsula
- November 18th 6-7:30PM Entire Area Peninsula



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Staff Report PL 21-66

TO: Homer Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Julie Engebretsen, Deputy City Planner and Special Projects Coordinator
DATE: November 3, 2021
SUBJECT: Amending Onsite Parking Requirements for Detached One Bedroom or Efficiency Dwelling Units

Introduction

This ordinance amends the parking code to reduce the parking requires for detached one bedroom or efficiency units, when more than one dwelling unit is present on a lot. Current code requires two spaces for each of these units. The Commission frequently comments about wanting more greenspace on properties, and small scale land owners would like to avoid the expense of building and maintaining unused parking. “Right sizing” Homer parking requirements for all dwellings, regardless of building configuration, would help keep greenspace, and avoid constructing unnecessary parking spaces.

Planning Staff review per 21.95.040

21.95.040 Planning Department review of code amendment. The Planning Department shall evaluate each amendment to this title that is initiated in accordance with HCC 21.95.010 and qualified under HCC 21.95.030, and may recommend approval of the amendment only if it finds that the amendment:

a. Is consistent with the comprehensive plan and will further specific goals and objectives of the plan.

Staff response: 2018 Comprehensive Plan Chapter 4 Goal 1 states, “Guide Homer’s growth with a focus on increasing the supply and diversity of housing, protecting community character, encouraging infill, and helping minimize global impacts including limiting greenhouse gas emissions,” Chapter 4 Goal 1 Objective C states “Maintain high quality residential neighborhoods, promote housing choice by supporting a variety of dwelling options;” and Chapter 4 Goal 3 Objective A States: Create a clear, coordinated regulatory framework that guides development.

This amendment encourages infill development by reducing the parking requirement and thus the land area needed to build detached one bedroom and efficiency units. This amendment is consistent with the Comprehensive Plan.

b. Will be reasonable to implement and enforce.

This amendment will be reasonable to implement and enforce because staff reviews parking requirements and parking spaces provided on every relevant development application. No additional review or enforcement will be required by this code change.

c. Will promote the present and future public health, safety and welfare.

This amendment promotes health, safety and welfare by reducing required parking for efficiency and one bedroom units, increasing the area that may remain as greenspace.

d. Is consistent with the intent and wording of the other provisions of this title.

This amendment is consistent with the intent, wording and purpose of HCC Title 21.

Staff Recommendation: Conduct a public hearing and send a recommendation to the City Council.

Attachments

1. Draft Ordinance

CITY OF HOMER
HOMER, ALASKA

Planning Commission

ORDINANCE 21-XX

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
AMENDING TITLE 21.55.090(a)(1) REQUIRED NUMBER OF
PARKING SPACES TO CHANGE THE PARKING REQUIREMENTS FOR
DETACHED ONE BEDROOM OR EFFICIENCY DWELLING UNITS.

WHEREAS, The 2018 Comprehensive Plan Chapter 4 Goal 1 states, “Guide Homer’s growth with a focus on increasing the supply and diversity of housing, protecting community character, encouraging infill, and helping minimize global impacts including limiting greenhouse gas emissions;” and

WHEREAS, The 2018 Comprehensive Plan Chapter 4 Goal 1 Objective C states “Maintain high quality residential neighborhoods, promote housing choice by supporting a variety of dwelling options;” and

WHEREAS, The 2018 Comprehensive Plan Chapter 4 Goal 3 Objective A States: Create a clear, coordinated regulatory framework that guides development; and

WHEREAS, Adopting parking code requirements are uniform by dwelling type and building configuration results in more clear city code and better guide for development.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code 21.55.090(a)(1), is hereby amended to read as follows:

Use	Parking Spaces Required
1. Dwellings.	Two per dwelling unit, or one per efficiency or one-bedroom dwelling <u>when more than one dwelling unit is located on a parcel</u> unit in a multifamily dwelling. <u>Detached efficiency or one bedroom dwelling units shall provide an additional 1 guest parking space per four dwelling units.</u> One per senior housing unit. A required parking space may be in a garage or carport if the structure is at least 12 feet wide, 20 feet long and eight feet high.

Section 2 or the last section. This Ordinance is of a permanent and general character.
and shall be included in the City Code.

The last section might read

Section 2. This ordinance is a non-code ordinance and is of a permanent nature.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this ____ day of _____, 2021.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

Reviewed and Approved as to form and content:

Rob Dumouchel, City Manager

Michael Gatti, City Attorney

Date: _____

Date: _____



City of Homer

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Staff Report PL 21-52

TO: Homer Planning Commission
FROM: Rick Abboud, AICP, City Planner
DATE: August 18, 2021
SUBJECT: Use of Shipping Containers

Introduction It was the suggestion of the Planning Commission to have a conversation of the use of shipping containers. The main concern was the use of shipping containers for dwelling units.

Analysis The use of shipping containers to make dwellings is becoming a more popular proposal. Two of the main concerns regarding their use are aesthetics and safety. In the use of residential context, these are two issues that Homer has basically left to self-regulation in any type of dwelling of three units or less.

Aesthetics

No regulations exists that would dictate any particular style concerns for a residence unless it was subject to a private covenant. Blue board finish, no problem. Tarp, no problem. Milk cartons, no problem, and so on, as far as city regulations are concerned. We have reliance on mortgage financiers to hold the development to a building standard. These structures are supposed to be compliant with current building standards. One may be able to make an albatross that conforms to codes and nearly anything goes when not financed.

Many do not like the looks of the metal rectangle and it takes some creative modification to make them look like something else. Even for the use of storage, many municipalities require that they be hidden from view. In Anchorage, shipping container homes are not allowed for use as dwellings and it is something that is dealt with by the building department and not in zoning code. Without a building code, we end up with permitting fabric buildings (yurts) as principle dwellings (or possibly anything that might be proposed), as there are no prohibitions. It was also suggested that you would not see an application of a shipping container turned into a code compliant dwelling, as it would be cheaper to make a stick build. On the other side of the cost conversation is a memo from the City of Long Beach that provides a detailed analysis of the subject including cost estimates from 2017.

Safety

Required safety measures for residences are minimal and only pertain to associated 'special hazards' such as construction on or near steep slopes. Shipping containers authorized for use as dwellings in larger cities are subject to building codes.

Staff Recommendation

Have a discussion and make a recommendations for further consideration of the subject.

Attachments

Shipping container building concerns - Ohio
Cargo Container permits – King County
Shipping container construction – Long Beach



BBS MEMO

Ohio Board of Building Standards

May 20, 2019

6606 Tussing Road, P.O. Box 4009, Reynoldsburg, Ohio 43068-9009

THE OHIO BUILDING CODES, BUILDING MATERIALS, AND SHIPPING CONTAINERS

The Ohio Board of Building Standards Industrialized Unit (IU) group frequently receives inquiries about the use of shipping containers as buildings or building components. A shipping container itself is of open construction (all components are visible in the finished product) and as such it is not within the scope of the IU program. However, if the container is modified off site, is of closed construction (assemblies with concealed components), and transported to the site of use, it falls within the scope of the IU program. Whether or not a shipping container is regulated as an IU, if it is modified with interior and exterior finishes, doors, windows, plumbing, or electrical fixtures, compliance with either the Ohio Building Code (OBC) or Residential Code of Ohio (RCO) is required depending on how it will be used.

Therefore, information is required to be provided on construction documents that indicates that the materials used in its construction comply with the applicable OBC referenced standards for metal materials used in a steel framed structure. As with any steel building component, designers must show evidence that a steel building or steel building components will be designed and fabricated according to the referenced standards listed in OBC Chapter 22 for steel building materials. This system of standards compliance is the same used to determine compliance for all Ohio-based IU steel building manufacturers. Consequently, designers cannot overlook this when owners are considering using steel shipping containers from unapproved or unknown sources as building components. Compliance can be accomplished one of three ways:

1. Documentation submitted showing compliance with the appropriate material standards;
2. Alternative engineered design submittals and technical data per OBC Section 106.5; or
3. Designed with strict adherence to the "Conditions of Use" of evaluation reports per OBC Section 114.3.2, by a listed conformity assessment body. (Currently, the Board is aware of the following evaluation reports for shipping containers from ICC-ES which are limited to intact non-retrofitted containers:
 - a. ESR-3764 for SG Blocks, Inc.
 - b. ESR-4082 for Sea Box Inc.
 - c. ESR-4163 for Falcon Structures.)

It appears then that, for most shipping containers manufactured outside the U.S. with no evaluation report, the only way to accept them as structural building materials is to have metal samples from each component type within each container tested and have the welds evaluated by an Ohio recognized conformity assessment body or, when used as an alternative engineered design, have each retrofitted steel container subjected to OBC Chapter 17 testing procedures (refer to OBC Sections 1713 – 1715).

Finally, when reviewing shipping containers for compliance with the codes, particular attention should be given to the following:

1. The wood floor decks in shipping containers are treated with highly toxic insecticides and are difficult to remove without damaging the base structural materials; and
2. Metal quality and strength has a great range of values – approximately 20,000 to 70,000 kips/sq. in. The designer wishing to use shipping containers must provide data documenting what the materials used are in order to determine that they will be used in compliance with the codes.

Objective identification of materials that are manufactured, tested, and listed in compliance with consensus standards protects the building owner regarding material suitability, sustainability, and consistency of construction as well as provides a level competitive playing field for all current listed and compliant material providers. This material identification system used in Ohio and the U.S. ultimately reduces the costs of materials, provides uniformity, and assures safety in the built environment.

Revised March 2019

Cargo Shipping Containers

Building Permit Requirements

Cargo containers, also known as intermodal freight containers, are standardized, reusable portable vessels that were originally designed for use in intercontinental traffic of freight and designed to be mounted on a rail car, truck or ship. When such containers are used as a building or structure, they are subject to the provisions of the building code as adopted and modified by King County. Accordingly, a building permit is required to locate and use such structures. The site and building construction plans shall be adequate to demonstrate compliance with building, fire and site regulatory standards. Structural calculations are required for altered or structurally connected containers.



As with other prefabricated structures such as portables or manufactured homes, building code approval of cargo containers may be obtained through the [Washington State, Department of Labor and Industries \(L&I\), Manufactured Homes & Other Mobile Structures](#).

Exemptions:

1. Residential accessory storage structures less than 200 SF
2. A container used for storage of construction materials and equipment associated with a valid building or grading permit for the property on which it is located.

Exempt structures as noted above shall be:

- a. Not located in required setbacks, parking spaces or fire lane
- b. Separated by at least 10' from all other buildings
- c. Comply with all other building and site requirements as determined appropriate
- d. Non-heated, not used as a habitable space

References

- 2015 Internal Building Code Sect. 105.1- Permit Required
- King County Code Sect. 16.02.240 - Work Exempt from Permit





Date: August 2, 2017

To: Patrick H. West, City Manager *T.H.W.*

From: Amy J. Bodek, Director of Development Services *AJB*

For: Mayor and Members of the City Council

Subject: **Shipping Container Construction**

In May 2017, the City Council adopted 29 recommendations to support the production and preservation of affordable and workforce housing. Please consider this memorandum as a response to Recommendation 3.10: *Encourage the adoption of regulations to allow and incentivize the use of shipping container construction for housing.*

The shortage of housing, coupled with escalating home prices and a lack of affordable rental inventory, has resulted in the consideration of alternative housing solutions, including the use of intermodal shipping containers (containers) for housing development. Containers (a.k.a., transport, freight, portable, dry cargo, or box) are commonly used on oceangoing vessels for the transportation of goods and commodities, as well as storage. Although a fairly new phenomenon, the repurposing of containers as building modules is viewed as a practical solution due to their environmental friendliness, strength, availability, speed of construction, and relatively low expense. However, the use of containers for housing is not a simple matter of placing them on a site and hooking up utilities. The advantages and requirements associated with containers as housing units are addressed below.

Environmental Suitability

It is believed that the use of containers is more eco-friendly than conventional construction. According to the Environmental Protection Agency, traditional building methods account for 60 percent of raw material use and non-industrial waste in the United States. Most agree that the repurposing of containers would save on the energy consumption required to melt them down, as well as limit the use of traditional building materials such as bricks and cement. Other collateral benefits include improved fire resistance, and resistance to termite damage, dry rot, and other fungus related infections.

However, since containers are constructed for transporting goods and were not intended for human habitation, they may contain potentially hazardous elements like chromate, phosphorous, lead-based paints used on the walls to provide rust protections for ocean crossings, arsenic, and chromium used to infuse the wooden floors of the container to deter pest infestation. Therefore, before containers can be made habitable, certain improvements to offset the CO2 carbon savings would be needed, such as sandblasting the walls and roof and replacing or sealing the wood flooring.

Lastly, containers absorb and transmit heat and cold very well. As such, the temperature within containers can be controlled with passive cooling and heating designs by using appropriate insulation and paint; however, it can also be addressed by non-environmentally friendly solutions like energy-consuming air conditioning systems.

Structural Requirements

In many ways, containers are the ideal building material because they are strong, durable, stackable, and modular. Containers can easily be stacked one on top of the other to create multi-story and multi-family dwellings. Due to their robustness, container dwellings can be earthquake resistant if properly designed by a licensed professional. Designs that result in non-traditional stacking (not aligned on four corners) will need additional structural support. Opening for windows, doors, skylights and decks will result in structural deflection or reduced earthquake resistance that will need to be reinforced. The engineering design, coupled with the engineered reinforcements, will add additional expense to the housing development.

Shipping Containers versus Manufactured Buildings

Container construction, like any other method of construction, is required to comply with the California Building Standards Code and receive local permits. The use of manufactured buildings (manufactured or prefabricated) is another non-traditional method of providing housing resources. Manufactured buildings are permitted through the California Housing and Community Development Department (HCD). This allows a manufacturer to receive certification from HCD and use their manufactured buildings Statewide. It provides a faster permitting mechanism for the production of affordable housing units, but may not provide the same aesthetic as shipping containers. Staff has been researching the use of manufactured units and recently received a presentation on the MicroPAD, developed by Panoramic Interests. While not yet certified by the State (permitting is underway and expected shortly), the MicroPAD is a 160-square-foot, self-contained dwelling pod that is easily stacked to create a multi-family building. The pods can be stacked within a matter of weeks and provides turnkey housing for areas in need. The developer requires that the City enter into a long-term lease, provide free land, and eventually purchase the units. While it is currently financially infeasible, it is yet another example of an alternative housing solution.

Cost Comparison

Building with containers may be faster than conventional construction if properly designed by a licensed professional engineer and architect, and site construction constraints and logistics are accounted for by an experienced contractor. Depending on the method of construction, container home construction can be done in a matter of weeks to a few months, whereas conventional home construction could take four to seven months. As indicated in Table 1, containers are cheaper than conventional building construction in most cases. The cost can be further reduced with the mass production of prefabricated containers built off-site at a factory in sections and delivered to a construction site for final

assembly. Another benefit of prefabricated construction is a reduction of time and expense associated with the City's permitting and inspection agencies if HCD is the lead agency that approves the manufactured units built off-site. Notwithstanding HCD's approval, containers used as building modules or structural building components, just like any other conventional development, will need the necessary construction permits from the City.

TABLE 1: ESTIMATED AVERAGE COST OF CONSTRUCTION PER SQUARE FEET ¹

	Conventional ²	Container	Modular/Prefab ³
Single-Family	\$170	\$145	\$135
Multi-Family	\$200	\$240	\$230
Commercial	\$180	\$180	\$160

1. Estimated cost can vary depending on the specific materials used to complete the building, the amount or type of structural system designed for the building, the amount of modification made to the containers, and other external factors such as utilities, transportation, etc.
2. Assumed conventional wood-framed construction.
3. Assumed the modular/prefab's design is approved and inspected through HCD.

Both State and local agencies are now reacting to the growing trend of repurposing containers for residential and nonresidential uses. A patchwork of regulations has emerged, creating potentially conflicting and duplicative requirements from State agencies to local jurisdictions. To provide a clear path for compliance, and to help establish guidelines for future projects, the Development Services Department is engaging in and working with other local, State, and national agencies and organizations to help shape the regulations and codes that will encourage and facilitate the repurposing of containers and their safe and efficient use.

Use of Shipping Containers in Long Beach

In 2012, a residential addition at 2175 San Francisco Avenue was the first project in the City to use two containers in a residential construction. The design called for the containers to be placed on a traditional foundation, secured the containers to the rear of the main house, and added additional structural reinforcements to accommodate cutting openings into the containers for windows and doors.

More recently, a commercial project named "SteelCraft," located at 3768 Long Beach Boulevard, used ten containers of varying sizes to create both retail and restaurant spaces. The containers were placed directly on the ground and supported on the four corners by concrete pad footings. The wood flooring was removed in order to provide access to trench and install utilities under the containers and eventually reinstalled and sealed. Ramps and other site improvements were made to comply with the State's accessibility requirements. The design also called for additional structural reinforcement to accommodate the window and door openings in the containers. The developer stated that the overall cost of the project was similar to traditional wood-framed construction methods; however, the aesthetic appeal of the containers outweighed the additional costs necessary to meet building codes.

Additionally, a small office project is proposed on Artesia Boulevard, which would utilize ten shipping containers (five containers wide and two containers high) to create a two-story infill development. This project is in the conceptual stage.

The City's existing zoning and building codes already accommodate the use of shipping containers or manufactured units for housing projects. Since the City does not develop affordable housing on its own, it relies on the development community to propose the use of these alternative methods and materials. Through its experience in permitting the above mentioned projects, other local governments, including the City and County of Los Angeles, have sought out staff for advice on how to permit their own projects.

Site Plan Review / Shipping Container Aesthetics

As revealed in public comments during recent public hearings on Accessory Dwelling Units, there may be a community perception that the aesthetic quality of shipping containers is incompatible in residential neighborhoods. Homes in Long Beach neighborhoods, with the exception of designated historic districts, exhibit a myriad of building designs and have allowed for architectural creativity over time. The completed shipping container projects in Long Beach are examples that shipping containers can co-exist in many different environments. However, in a 2011 determination allowing shipping containers to be used for residential structures, the Planning Commission deemed that Site Plan Review would be required to ensure that the building design complied with neighborhood aesthetics. This will ensure that shipping containers are used in a contextually-sensitive manner.

Development Services will continue to engage in, and work with, local, State and national agencies and organizations to shape the regulations and code, to facilitate, and thus incentivize, the use of shipping containers in accordance with Item No. 3.10 of the Revenue Tools and Incentives for the Production of Affordable and Workforce Housing.

If you have questions regarding this matter, please contact Oscar W. Orci, Deputy Director, at (562) 570-6369 or oscar.orci@longbeach.gov, or Truong Huynh, General Superintendent, at (562) 570-6921 or truong.huynh@longbeach.gov.

AJB:OO:TH
P:\BUILDING\ADMINISTRATION\CLERICAL INFORMATION\To_From_For MEMOS\2017\BUILDING\8 02 17 SHIPPING CONTAINERS V6.DOCX

CC: CHARLES PARKIN, CITY ATTORNEY
LAURA L. DOUD, CITY AUDITOR
TOM MODICA, ASSISTANT CITY MANAGER
KEVIN JACKSON, DEPUTY CITY MANAGER
REBECCA JIMENEZ, ASSISTANT TO THE CITY MANAGER
OSCAR W. ORCI, DEPUTY DIRECTOR OF DEVELOPMENT SERVICES
TRUONG HUYNH, GENERAL SUPERINTENDENT OF DEVELOPMENT SERVICES
LINDA TATUM, PLANNING BUREAU MANAGER
PATRICK URE, HOUSING DEVELOPMENT OFFICER
MONIQUE DELA GARZA, CITY CLERK (REF. FILE #17-0324)



City of Homer

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Office of the City Clerk

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(f) 907-235-3143

Memorandum

TO: ADVISORY BODIES
FROM: MELISSA JACOBSEN, MMC, CITY CLERK
DATE: OCTOBER 11, 2021
SUBJECT: MEETING SCHEDULE FOR 2022

Please review the draft resolution that establishes your meetings for 2022 and make any changes by way of motion.

Requests for meeting schedule changes will then go to City Council, who will be setting the 2022 meeting schedule for Council and Advisory Bodies via resolution no later than their December 13, 2021 meeting.

Recommendation

Review the attached draft resolution; make a motion to approve the resolution either as-is or with amendments and recommend adoption by City Council.

**CITY OF HOMER
HOMER, ALASKA**

City Clerk

RESOLUTION 21-1xx

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
ESTABLISHING THE 2022 REGULAR MEETING SCHEDULE FOR CITY
COUNCIL, ECONOMIC DEVELOPMENT ADVISORY COMMISSION,
LIBRARY ADVISORY BOARD, PARKS ART RECREATION AND
CULTURE ADVISORY COMMISSION, PLANNING COMMISSION,
PORT AND HARBOR ADVISORY COMMISSION, AND AMERICANS
WITH DISABILITIES ACT (ADA) COMPLIANCE COMMITTEE.

WHEREAS, Pursuant to Homer City Code (HCC) Section 1.14.020, the City Council annually sets the schedule for regular and some special meetings, noting the dates, times and places of the City Council, Planning Commission, Advisory Commissions and Boards, and Standing Committee meetings; and

WHEREAS, The public is informed of such meetings through notices located at the City Clerk's Office, Clerk's Calendar on KBBI, the City Clerk's Website, and postings at the Public Library; and

WHEREAS, HCC 1.14.020 - 040 states that meetings may be advertised in a local paper of general circulation at least three days before the date of the meeting and that special meetings should be advertised in the same manner or may be broadcast by local radio at least twice a day for three consecutive days or two consecutive days before the day of the meeting plus the day of the meeting; and

WHEREAS, HCC 1.14.010 notes that the notice of meetings applies to the City Council and all commissions, boards, committees, subcommittees, task forces and any sub-unit of the foregoing public bodies of the City, whether meeting in a formal or informal meeting; that the failure to give the notice provided for under this chapter does not invalidate or otherwise affect any action or decision of a public body of the City; however, this sentence does not change the consequences of failing to give the minimum notice required under State Statute; that notice will ordinarily be given by the City Clerk; and that the presiding officer or the person or persons calling a meeting are responsible for notifying the City Clerk of meetings in sufficient time for the Clerk to publish notice in a newspaper of general circulation in the City; and

WHEREAS, This Resolution does not preclude additional meetings such as emergency meetings, special meetings, worksessions, and the like; and

WHEREAS, Council adopted Resolution 06-144 on October 9, 2006 establishing the Regular Meeting site for all bodies to be the City Hall Cowles Council Chambers.

NOW, THEREFORE, BE IT RESOLVED by the Homer City Council, that the 2022 meeting schedule is established for the City Council, Economic Development Advisory Commission, Library Advisory Board, Parks Art Recreation and Culture Advisory Commission, Planning Commission, Port and Harbor Advisory Commission, and the American with Disabilities Act (ADA) Compliance Committee of the City of Homer, Alaska, as follows:

HOLIDAYS – City Offices closed:

January 1, New Year's Day, Friday*	February 21, Presidents' Day, third Monday	March 28, Seward's Day, last Monday	May 30, Memorial Day, last Monday	July 4, Independence Day, Monday	September 5, Labor Day, first Monday
October 18, Alaska Day, Tuesday	November 11, Veterans Day, Friday	November 24 Thanksgiving Day, Thursday	November 25, Friday, the day after Thanksgiving	December 25, Christmas, Monday*	

*If a holiday is on a Sunday, the following Monday is observed as the legal holiday; if on a Saturday, the preceding Friday is observed as the legal holiday pursuant to the City of Homer Personnel Rules and Regulations.

CITY COUNCIL (CC)

January 10, 24	February 14, 28	March 14, 29*	April 11, 25	May 9, 23	June 13, 27
July 25**	August 8, 22	September 12, 26	October 4 Election	October 10, 24 Oath of Office October 10	Canvass Board October 7
November 1 Runoff Election	November 28**	December 12***	December 19*** if needed		

*Second meeting in March will be held on a Tuesday due to Seward's Day

**There will be no First Regular Meeting in July or November.

*** The City Council traditionally cancels the last regular meeting in December and holds the first regular meeting and one to two Special Meetings as needed; the second Special Meeting the third week of December will not be held.

City Council's Regular Committee of the Whole Meetings at 5:00 p.m. to no later than 5:50 p.m. prior to every Regular Meeting which are held the second and fourth Monday of each month at 6:00 p.m. Council will not conduct a First Regular Meeting in July or November.

ECONOMIC DEVELOPMENT ADVISORY COMMISSION (EDC)

January 11	February 8	March 8	April 12	May 10	June 14
July 12	August 9	September 13	October 11	November 8	December 13

Economic Development Advisory Commission Regular Meetings are held on the second Tuesday of each month at 6:00 p.m.

LIBRARY ADVISORY BOARD (LAB)

January 18	February 15	March 15	April 19	May 17	
	August 16	September 20	October 17*	November 15	December 20

*The October meeting will be held on a Monday due to Alaska Day.

Library Advisory Board Regular Meetings are held on the third Tuesday of January through May and August through December at 5:30 p.m.

PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION (PARC)

	February 17	March 17	April 21	May 19	June 16
	August 18	September 15	October 20	November 17	

Parks, Art, Recreation and Culture Advisory Commission Regular Meetings are held on the third Thursday February through June and August through November at 5:30 p.m.

PLANNING COMMISSION (PC)

January 5, 19	February 2, 16	March 2, 16	April 6, 20	May 4, 18	June 1, 15
July 20*	August 3, 17	September 7, 21	October 5, 19	November 2*	December 7*

*There will be no First Regular Meeting in July or Second Regular Meetings in November and December.

Planning Commission Regular Meetings are held on the first and third Wednesday of each month at 6:30 p.m.

PORT AND HARBOR ADVISORY COMMISSION (PHC)

January 26	February 23	March 23	April 27	May 25	June 22
July 27	August 24	September 28	October 26		December 14

Port and Harbor Advisory Commission Regular Meetings are held on the fourth Wednesday of January, February, March, April, September, and October at 5:00 p.m.; the fourth Wednesday of May, June, July, and August at 6:00 p.m.; and the second Wednesday of December at 5:00 p.m.

AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE COMMITTEE (ADA)

			April 14	May 12	June 9
July 14			October 13	November 10	

The Americans with Disabilities Act (ADA) Compliance Committee are held on the second Thursday in the months of April, May, June, July, October, November, and may call additional meetings as needed.

PASSED AND ADOPTED by the Homer City Council this 13th day of December, 2021.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Impact: Advertising of meetings in regular weekly meeting ad and advertising of any additional meetings.



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Office of the City Manager

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(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: October 21, 2021
SUBJECT: City Manager's Report for October 25, 2021 Council Meeting

Homer Wins Big at Alaska Recreation & Parks Conference

This year's Alaska Recreation & Parks Association (ARPA) conference was held in Soldotna. Parks Superintendent Matt Steffy won the ARPA Professional Award which is the highest recognition that ARPA awards each year. Matt is the second City of Homer employee to win this award, joining 2014 award winner and Community Recreation Manager Mike Illg. Parks, Arts, Recreation and Culture Advisory Commission (PARCAC) commissioner Deb Lowney was awarded the Distinguished Service Award. This award is given to a deserving individual whose voluntary contribution of time and effort over the years has improved the quality and quantity of leisure opportunities through park, recreation, and conservation projects on the local, state, regional, or national levels.



Matt Steffy and Deb Lowney

Council Meeting Radio Broadcast Update

When City Council meetings went all virtual back in March 2020, KBBI graciously dedicated their 5:00 p.m. to 6:00 p.m. slot on Mondays to air the Council's Committee of the Whole meeting in an effort provide

accessibility to Council meeting content. Now that the Council Chambers are open again and public has the ability to hear and see the Committee of the Whole meeting online, KBBI is going to take back its 5:00 p.m. slot and resume the evening edition of Alaska News. They will continue to air the City Council Meeting at 6:00 p.m. A big shout out to KBBI and their staff for their support of local government!

Winter Camping and Restrooms

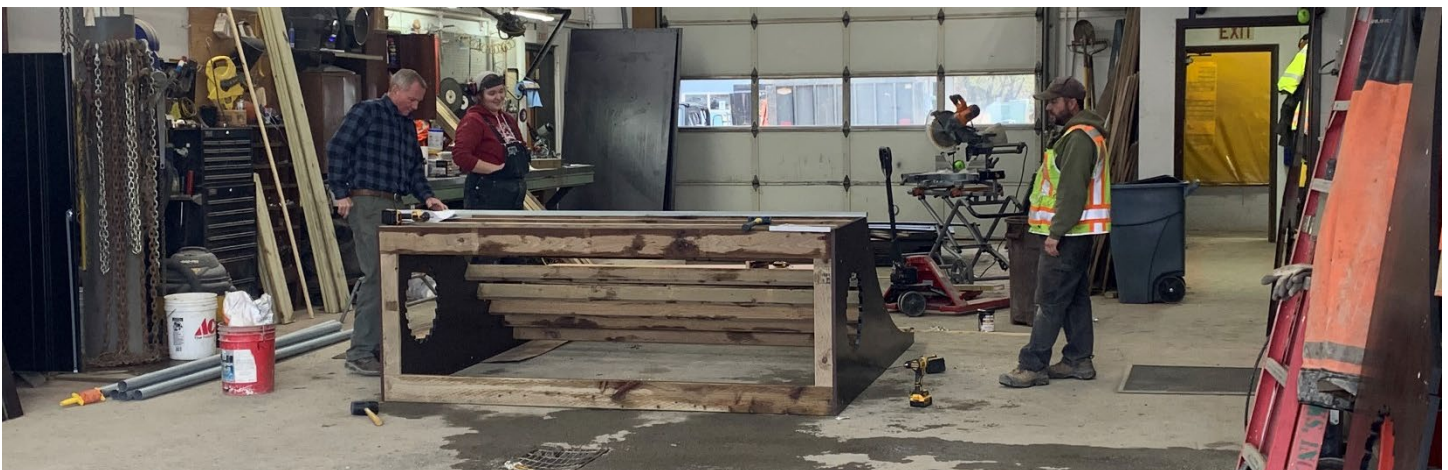
The City will not be hosting off-season campers at the Fishing Hole Campground, and we will have fewer open public restrooms than usual this winter. Staffing is very tight for the Parks Division this year as we have had a lot of difficulties recruiting for seasonal positions. This leaves us unable to support camping and provide what I consider an acceptable level of service to our very large collection of restrooms. See the attached memo for more information regarding the closure of the Fishing Hole Campground. I am working with the Public Works Director on some options, which will allow us to better serve these resources in the future.

Finance Stakeholder Group Kickoff

In my August 23rd report to Council, I mentioned that I would be creating an internal stakeholder group which would include representatives from all departments and focus on Finance-related issues. The purposes of the group include: creating a friendly group setting for interdepartmental discussions about Finance processes, policies, procedures, etc.; allowing staff to share ideas and best practices for handling finance-related tasks; identifying issues with existing Finance processes (with the intent of improving them); strengthening connections between those who interact the most with the Finance Department; serving as an important contributor to some upcoming projects (i.e., procurement policy overhaul, etc.); and providing feedback to City Manager and Finance Director on finance-related topics. This group recently held its first meeting on October 14th. I helped kick off the first meeting, but moving forward I have asked Port Administration Supervisor Amy Woodruff to be the group leader.

Skate Park Update

On October 19th, Public Works began work on the assembly of the skate park half-pipes purchased by the Friends of the Homer Skate Park for use at the skate park on the HERC campus. Staff from the Road Crew and Parks are working together on this project before the snow starts to fall.



All-Purpose Vehicles

It was recently announced by the State of Alaska's Department of Public Safety that beginning January 1, 2022, all-purpose vehicles will be allowed on roads with speed limits of 45 miles per hour or less – unless a local government has restricted usage within their jurisdictions. In June of this year, the City Council proactively

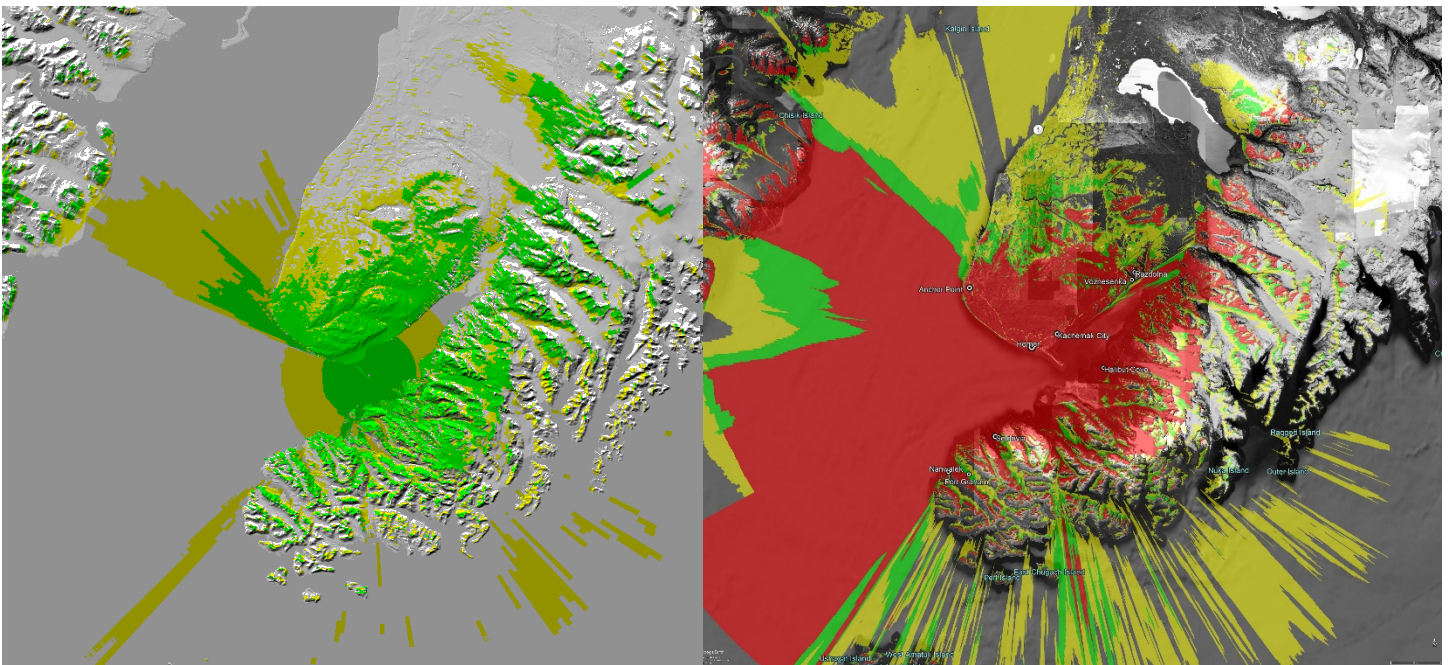
passed Ordinance 21-33 which expanded Homer City Code Chapter 7.20 Snowmachines to also cover all-purpose vehicles. All-purpose vehicles are, and will remain, expressly excluded from use on sidewalks, alleys, streets, and highways within the City of Homer.

AKDOT&PF Response to Resolution 21-065

City Council recently adopted Resolution 21-065 which requested that the Alaska Department of Transportation and Public Facilities (AKDOT&PF) include accommodations for non-motorized users and evaluate a future project to create safe and sustainable pedestrian facilities among Kachemak Drive as part of the upcoming Kachemak Drive Pavement Preservation Project. The resolution was sent to AKDOT&PF and a response from Planning Chief Todd Vanhove is attached to this report.

Radio Upgrade

We recently completed the Port and Harbor radio upgrade project. The two radio propagation charts below show the range we were capable of reaching with our old system, and the expanded range now that we have moved our base station to the Skyline tower. The different color bands correspond to the approximate size of a receiving vessel. The larger the vessel, the higher the antenna is off the water and therefore the longer the range for our communications. We are still learning the system operationally but now that we have everything in place and tuned to optimal levels we are enjoying the expanded range and clarity of communications especially on our port operations channel.



Before radio upgrades (left), after radio upgrades (right)

Personnel Updates

Port & Harbor: Jedidia Gautier was hired as an Ice Plant Operator I. Jed has worked for the City in a seasonal capacity so it will be a seamless transition and the team is excited to have him join in a full-time capacity!

Volunteer Fire Department: Samantha Cunningham has joined the team as our new EMS Assistant Chief.

Public Works: David Welty transferred from the Water/Wastewater Division to Building Maintenance where he will now fill the role of Building Maintenance Supervisor which was left vacant by Mike Zelinski's recent promotion to Public Works Superintendent. Russell Anderson is promoting to Building Maintenance Tech II. We also have a new mechanic, Andrew Cranley was brought aboard as a Mechanic II.

Administration: Congratulations to City Clerk Melissa Jacobsen who has earned the designation of Certified Public Manager (CPM) through the Arizona State University Certified Manager Program. The program is accredited by the National CPM Consortium and is designed to develop the effectiveness of municipal, county, state, tribal, and federal public managers. Her Certified Municipal Clerk's designation fulfilled the pre-requisite component and qualified her to be accepted into program that began in January and wrapped up earlier this month. The program required 240 hours of CPM specific content over a nine month period where she and 42 other participants engaged in five courses designed to develop competencies in personal and organizational integrity, managing work, developing self, leading people, system integration, change leadership, and public service focus.

Enclosures:

1. October Employee Anniversaries
2. Memo: Winter Closure of Fishing Hole Campground
3. Letter: Response to Resolution 21-065



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Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: October 25, 2021
SUBJECT: October Employee Anniversaries

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

Paul Raymond	Public Works	8	Years
Charles Lee	Police	1	Year



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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: October 14, 2021
SUBJECT: Winter Closure of Fishing Hole Campground

In 2016, Council approved ordinance 16-08 which amended Homer City Code (HCC) 19.08.030. It allowed the City Manager discretion to allow winter camping within campgrounds on the Homer Spit.

In recent years, the Fishing Hole Campground area has remained open in the off-season (camping season is defined as April 1st through October 31st in HCC 19.08.020) and hosted a small number of campers. At this time, the Fishing Hole Campground is experiencing a high level of inappropriate use and is creating significant work for the Parks Division and the Police Department, both of which are currently understaffed for normal operations.

For the 2021/2022 camping off-season, I will be closing Fishing Hole Campground to campers. The camp host will remain on site as a caretaker and no others will be allowed to camp in this location. The Parks Division will post signage on site, erect appropriate barriers, and update camping information on the City's website. While camping will be prohibited, the park will remain available for day-use in the off-season.

At this time, there are other private options for visitors that wish to camp within the City over the winter.

Staff Recommendation: No action necessary, memo is informational in nature



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
Anchorage Field Office

4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900
Main: (907) 269-0520
Fax number: (907) 269-0521
dot.alaska.gov

October 6, 2021

Rob Dumouchel, City Manager
Homer City Hall
491 East Pioneer Ave

Dear Mr. Dumouchel,

The department received the City of Homer's RESOLUTION 21-065 requesting the addition of non-motorized accommodations be added to the pavement preservation project on Kachemak Bay Drive. We agree a pathway is a desired amenity and would do much in service of the community at large.

The current project in design has very specific funding limitations in terms of scope. Funding can only be used for resurfacing the pavement. Given the preventative maintenance purpose and need of this project, and the lack of available funding to address pathway-associated safety and engineering concerns, we regret we will not be able to include the addition of a bike lane on the Kachemak Bay Drive within the current project.

Because of the urgent need to resurface Kachemak Bay Drive as soon as possible, the paving project must go forward even without the pathway. The department suggests the critical path to building non-motorized amenities is to initiate an entirely new and separate project just for the pathway. This new project will require ROW acquisition, a safety analysis, geotechnical, and environmental work, as it will extend beyond the existing right of way.

As Kachemak Bay Drive is currently a DOT owned and operated facility, this new project will be subject to competing for federal funds for non-motorized improvements with every other Alaskan road in the same functional class. There will be opportunities in 2023 to compete for funds for projects that build these types of amenities. This can be an extended process and not produce the desired results for several years. However, if the city wants to pursue federal funds for this new project, we will be happy to assist you.

Another approach is to fast track the project by the city of Homer taking over ownership and maintenance of this route. With local funds, federal processes are not required, so a much expedited timeline can be achieved. The Department urges you to ponder this option and see if the city agrees it is the best route moving forward to provide this amenity as quickly as the

"Keep Alaska Moving through service and infrastructure."

community would like. If you decide to explore this option, your Area Planner, Joselyn Biloon, will be happy to discuss the process.

In any instance, we look forward to working with you on developing a new project.

Sincerely,



Todd Vanhove,
Planning Chief

PLANNING COMMISSION ANNUAL CALENDAR
FOR THE 2021 MEETING SCHEDULE

<u>MEETING DATE</u>	<u>SCHEDULED EVENTS OR AGENDA ITEM</u>
JANUARY 2021	
FEBRUARY 2021	AK APA Conference PC training: legislative vs quasi-judicial decisions; decisions and findings
MARCH 2021	Guest speaker and training: KPB Platting/Planning
APRIL 2021	2018 Comprehensive Plan Review
MAY 2021	Transportation work session with Public Works
JUNE 2021	Reappointment Applications Deadline
JULY 2021	Reappointments Spit Plan Review (One meeting this month)
AUGUST 2021	Election of Officers (Chair, Vice Chair) PC training: Roberts rules, OMA Capital Improvement Plan Review
SEPTEMBER 2021	Economic Development speaker (such as KPEDD, chamber, SBA,)
OCTOBER 2021	?? Floodplain or other hazard regulations overview...connect dots between comp plan and our current regs
NOVEMBER 2021	(One meeting this month) Review and Approve the 2022 Meeting Schedule
DECEMBER 2021	(One meeting this month) Review Bylaws, and Policies and Procedures
Semi Annually: PW project update	
Odd Years:	2018 Comprehensive Plan (April) Homer Spit Plan, (July), Review Bylaws, and Policies and Procedures (December)
Even Years:	HNMTTP (April), Transportation Plan (July), Town Center Plan (December)