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. Unapproved Regular Meeting Minutes for August 17, 2022

PRESENTATIONS / VISITORS

REPORTS

A. Staff Report 22-55, City Planner's Report

PUBLIC HEARINGS

PLAT CONSIDERATION

PENDING BUSINESS

A. Staff Report 22-56, Review of Conditional Uses and Structures

B. Staff Report 22-57, Review of Ordinance 22-42, Sidewalks

NEW BUSINESS

INFORMATIONAL MATERIALS
A. City Manager's Report for August 22, 2022 Council Meeting

B. 2022 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, September 21, 2022, at 6:30 p.m. A Worksession is scheduled for 5:30 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 22-12, a Regular Meeting of the Planning Commission was called to order by Chair Scott Smith at 6:36 p.m. on August 17, 2022 at the Cowles Council Chambers in City Hall, located at 491 E. Pioneer Avenue, Homer, Alaska, and via Zoom Webinar.

PRESENT: COMMISSIONERS VENUTI, SMITH, CHIAPPONE, CONLEY, HIGHLAND, BARNWELL AND STARK

STAFF: CITY PLANNER ABOUD
      DEPUTY CITY CLERK KRAUSE

The Planning Commission met at 5:30 p.m. for a training session with City Clerk Jacobsen on conducting efficient and effective meetings using motions, applications of regulations and following Robert’s Rules of Order and continued review of Conditional Uses and Structures in each zoning district for reduction of conditional use permits.

AGENDA APPROVAL

HIGHLAND/VENUTI 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

Jason Davis, city resident and Council member, commented that Councilmember Erickson read his prepared statement at the end of the worksession and he hoped that they have a really good discussion and develop recommendations on Ordinance 22-42, to tell City Council on how they can make sure that there are no more neighborhoods without sidewalks on main streets planned and built in Homer going forward. He acknowledged that it was a complicated issue. Mr. Davis noted that the City Planner expressed some good points in his memorandum about addressing districts other than urban residential, but recognized that there is currently roads being constructed without sidewalks after having discussed that very issue for several years now. Mr. Davis continued by stating that the worst case scenario would be a moratorium issued on approval for new subdivisions until this can be worked out. He continued avowing that they need to figure out how to change the parameters to allow the Planning Department, the Commission, and the Borough to say no to plats that do not have a sidewalk included on the main streets. Mr. Davis additionally stated that the recommendations did not have to relate to Ordinance 22-42 as it was presented. He advocated that there has to be some way to stop the millions of dollars that are being poured into elevated roads that are narrow and have no sidewalks on them if they lead to a school.

Mr. Bill Hand, commented on his vacation request noting he made a small error on the property line and contacted all the utility companies. This request was for a utility easement vacation for three feet by 120 feet and once it passes this body it will go before the Borough.

RECONSIDERATION

CONSENT AGENDA
A. Unapproved Regular Meeting Minutes for July 20, 2022
B. Unapproved Regular Meeting Minutes for August 3, 2022

Chair Smith requested a motion and second to approve the Consent Agenda.

City Planner Abboud responded to a Commission question regarding the utility vacation request being on the Consent Agenda, briefly explaining that the request was non-controversial, did not require a public hearing and is a standard request that did not require debate.

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

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PRESENTATIONS / VISITORS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

A. Staff Report 22-51, City Planner's Report

City Planner Abboud provided a summary of Staff Report 22-51 for the Commission. He facilitated discussion on the following:
- Demolishing the smaller building on the HERC site
- Funding appropriated for the Transportation Plan update, working on the scope of work, definitions, etc.
- Ordinance regarding items encroaching or impeding rights of way
- Planning Technician Brown's resignation and impacts to the Planning Office

Commissioner Stark with assistance from Chair Smith will report at the Council meeting on Monday.

City Planner Abboud facilitated a robust discussion on the following items from his report:
- Fairview (Eric Lane) Pathway funding
- Transportation Plan update general scope of work is people first focus, the implementation plan created by Public Works will be used as a separate document and will not be thrown out.
- Dedication of 60 foot width is adequate for roads with sidewalks and a requirement for a wider street may be due to elevations involved, if bike lanes were desired and sidewalks.
- Permitting software scope of performance
  - Difficulties in setting up the payment portal
  - Creates and maintains a database of all properties
  - Connecting to Public Works for water, sewer, etc.
- Proposed grading ordinance
Future personnel to oversee or perform duties  
Future Building Department oversight  
Slash and clearing regulations  
  - Burning will not be allowed  
  - Require removal by the contractor  
Reviewing several other municipalities regulations  
Removal and disposal of fill materials  
This will be presented to the Commission before final approval  
- There are multiple things that are holding the permitting  
  - Reconfiguring data from the Borough  
  - Personnel Changes with the developer  
  - Pay Portal issues with the developer, accounting software and the Bank  
  - Validating the information before the planning technician leaves

Deputy City Clerk called for a point of order, noting this has deviated from the City Planner’s report into discussion.

PUBLIC HEARINGS

TPL CONSIDERATION

PENDING BUSINESS

A. Memorandum from Special Projects & Communications Coordinator re: Draft City of Homer 2023-2028 Capital Improvement Plan & Legislative Requests

Chair Smith introduced the item by reading of the title and deferred to City Planner Abboud.

City Planner Abboud reviewed the memorandum provided by Special Projects & Communications Coordinator Carroll for the Commission on the update to the Port of Homer Large Vessel Harbor project costs.

Chair Smith brought up the issue that he believed the three projects, Large Vessel Harbor, Barge Haul out Facility and Homer Spit Road Coastal Erosion Mitigation projects could be combined as one recommendation since they were all interrelated and pertinent. He requested input on the idea of recommending these projects combined to City Council from the rest of the Commission.

Deputy City Clerk Krause noted that the sentiment of the Commission strongly supporting those three projects will be expressed in the minutes to Ms. Carroll.

Commissioner Chiappone noted that those were his three top projects that he was going to recommend.

Commissioner Venuti commented that they should wait and let each Commissioner state their top projects.

Chair Smith confirmed that the Clerk would be keeping track of the recommended projects and ranking.

Commissioners stated their top project selections and expressed support for the combining of the three harbor projects as a combined first recommendation. Then submitted the following:
Chair Smith requested a motion and second.

HIGHLAND/BARNWELL MOVE TO SELECT AS A COMBINED SPIT DEVELOPMENT PROJECT SELECTION – PORT OF HOMER NEW LARGE VESSEL HARBOR, HOMER BARGE MOORING AND LARGE VESSEL HAUL OUT REPAIR FACILITY AND HOMER SPIT ROAD/AK HIGHWAY 1 COASTAL EROSION MITIGATION AS THESE PROJECTS ARE INTER-DEPENDENT AND FURTHER RECOMMEND THE NEW PUBLIC WORKS FACILITY AND FIRE HALL EXPANSION PHASE ONE AS TOP PRIORITY PROJECTS FOR THE PLANNING COMMISSION.

Discussion continued on the benefits to the community and value that these projects provide for the City of Homer; support and encouragement for the development of the Harbor as a whole; importance of mitigating the erosion and as the city grows the need to provide the services that the Fire Hall Expansion Phase 1 and New Public Works Facility projects would provide for the city.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried

B. Staff Report 22-53, Review of Conditional Uses and Structures

Chair Smith introduced the item by reading of the title and deferred to City Planner Abboud.

City Planner Abboud provided a summary of the discussion conducted during the worksession and continued review on each of the zoning districts and staff recommendations for removing or amending uses for that district as follows:

RURAL RESIDENTIAL
- More than one building containing a permitted principal use on a lot
  - Allowing four to six units to be permitted without requiring CUP’s in areas that are transitioning
  - CUPs would be required in areas that are not being considered for transitioning
  - Clarification was provided that this was the most applied for and approved with no recommendations from the Commission

URBAN RESIDENTIAL
- Townhouse developments
  - Need review of definition of townhouse at a later date
- More than one building containing a permitted principle use on a lot
  - Applying the density standards of multi-family
- Condominiums are considered the same as apartments
- Water and Sewer would be required
City Planner Abboud stated that the proposed changes would not be applied to the Bridge Creek Watershed Protection District as it is separate and focused on protecting the watershed. The City does not want to jeopardize that area.

**RESIDENTIAL OFFICE**

- Remove Townhouses, Mortuaries, medical clinics, hospital, Group Care homes, Day Care facilities
  - Day Care facilities must have fenced play areas
- More than one building containing a permitted principle use on a lot
- Recommend upping to 40 percent of the lot area without a CUP

Clarification was provided that medical services such as Chiropractic would be allowed in the district.

**MEDICAL DISTRICT**

There are no recommendations from staff to amend for this district.

**CENTRAL BUSINESS DISTRICT**

- Remove Indoor/outdoor recreational facilities, Auto refueling stations, Greenhouses and garden supplies, group care and assisted living homes
- More than one building containing a permitted principle use on a lot
- Allow up to 50 percent lot coverage as this has not been a reason for a CUP application

City Planner Abboud facilitated a brief discussion on allowing charging stations in the district and the location of existing charging stations and adding that subject to a meeting agenda after some research. He then mentioned the electrical charging stations for bicycles, etc.

**TOWN CENTER DISTRICT**

- Indoor and outdoor recreational facilities, Greenhouse and garden supplies, group care and assisted living homes, self-service laundries
- Review and amend the existing items listed under j. and k. for elimination so it is properly covered

**GATEWAY BUSINESS DISTRICT**

- Continue amending the more than one and consider moving to higher area coverage similar to other districts
- How the coastal setback requirement would effect this district

City Planner Abboud responded that the Planning Department will be addressing the dirt piles that Commissioner Highland brought forward. He stated that they do not immediately address actions like that since there are projects going on and it may be waiting but if not then it violates the material storage.

**GENERAL COMMERCIAL 1**

- Multi-family dwelling, Townhouses, Day Care Facilities, Indoor and Outdoor Recreational Facilities
- No lot shall contain more than 8000 sf of building area, all buildings combined, nor shall any building area in excess of 30 percent of the lot area without approved CUP.
This district could be a good place for tiny homes, in the Lakeshore area.
Commission expressed desire to keep to the 8000 square feet
Staff advocated for the increase to 40 percent coverage

A brief discussion on the suggestion of a consideration for tiny homes and what outdoor recreation would look like, examples were provided of basketball courts, tennis courts, Volleyball, Pickle Ball, Skate Parks, Horse Park, etc. and that a requirement for CUP may be worth keeping. Additional discussion that tiny homes would fall under the more than one, but they would need to look at the limits on floor area ratio when you can only go up 35 feet when they are trying to increase density. He further noted that the area required for planned tiny home community needs a great amount of space since each tiny home would require a parking space.

GENERAL COMMERCIAL 2
- Removal of Mobile Home Parks, Bulk Petroleum product storage above ground, Impound yards, Day Care facilities, Group Care or Assisted living homes, Indoor and outdoor recreational facilities
- No lot shall contain more than 8000 sf of building area, all buildings combined, nor shall any building area in excess of 30 percent of the lot area without approved CUP.

Discussion ensued on the removal of the mobile home parks, day care group and assisted living homes from a generally commercial/industrial district and increasing the coverage to 40 percent.

EAST END MIXED USE DISTRICT
- No lot shall contain more than 8000 sf of building area, all buildings combined, nor shall any building area in excess of 30 percent of the lot area without approved CUP.

City Planner Abboud wanted to address the Marine Industrial and Marine Commercial District after speaking to the Port and Harbor Advisory Commission regarding proposed changes to get their input.

NEW BUSINESS
A. Staff Report 22-54, Review of Ordinance 22-42, Sidewalks

Chair Smith introduced the item and invited City Planner Abboud to Memorandum 22-54.

City Planner Abboud acknowledged the concerns of the City Council and agreed that it needed to be addressed as soon as reasonably possible. He hoped that the Commission reviewed his memorandum citing the conflicts that the proposed ordinance presents. City Planner Abboud made the following points:

- Homer City Code Chapter 11 is outside the Commission familiarity
  - Reviewed the intent, applicability and definitions with the Commission
- Chapter 11 addresses design standards of streets
- As written the ordinance implies all easements and or rights of way in any district that provides public access.
- Recommend consideration of sidewalk for location, street classification and proximity to public and private facilities.
- Define streets that do not serve as corridors as this is not designated in Homer City Code or document once the Homer Non-Motorized Trail and transportation Plan (HNMTTP) element is removed.
- Title 22 addresses dedications and should be amended to require easements and dedications
- Term of Public Access Corridor as the term is not defined in the HNMTTP.
- There are minimal options available to create subdivisions in the Urban Residential District. All parcels that would be appropriate are currently in the process of subdivision, represent school or DNR lands.
- City Code and plan already addresses new streets shall have easements for sidewalks, bicycle path or other non-motorized transportation facilities and these can be requested and processed into the development agreements.
- Amend Title 22 to require the proper dedications to support such facilities in the plating process, which is where one would need to have a plat approved prior to construction of the development agreement.
- This design scope requiring sidewalks should be applied to all districts as well as connectivity that it might provide.
- Improving connectivity to already established collector type roads or other routes that have existing sidewalks will improve walkability.
- Consultation with traffic engineers would be beneficial to determine a functional classification system that meets Homer needs.
- The City just committed funds to update the Transportation Plan and meetings were conducted on finalizing the contractor’s scope of work.
- Recommendation to consult with contractors and City Attorney on the best path forward to not introduce conflicts in city code.
- City Code indicates that the city will share in the cost and that needs to be changed

Further points made and discussed by the City Planner and Commissioners were as follows:

- Submitting to City Council steps that need to be conducted prior to the Commission submitting any recommendations.
- Council wanting a different answer and sooner than what it will take to properly address city code.
- Commission can express support for the requirement of sidewalks
- Define the term public access corridor and make sure it is consistent in the updated HNMTTP
  - Command the Council for wanting to take action
- Possible legal issues and understanding that it is not so easily done there is a lot more to be done to effect the changes necessary.

BARNWELL/VENUTI MOVED TO POSTPONE THE RECOMMENDATIONS FROM THE COMMISSION ON ORDINANCE 22-42 UNTIL THE UPDATED TRANSPORTATION PLAN IS COMPLETE.

Discussion ensued on the following:

- projects that these changes will affect
  - existing projects that are already under contract cannot be amended
  - There may be one possible subdivision but it is a long time off even if brought forward
- the term public access corridor currently used in code is a public access easement so it could apply to any easement
this term has not been found in the HNMTTP
- expected time frame of the update is 12-18 months to adoption
- can research to see if there is the ability to address this issue before adoption
- postponement of Council's request is premature without further discussion
- urgency is the ongoing discussions for the past year and pressure from various components of the public and various organizations
- Submit to Council recommendations for actionable items that could be addressed by them as recommended by the Chair.

Commissioner Conley recommended that they amend the motion to put a contingency on the development of the updated transportation plan.

Commissioner Highland recommended that they vote the motion on the floor down to make it clean and not postpone or kick the can down the road. She recommended that they follow the City Planner’s suggestions to have a discussion and try to develop recommendations for Council. She expressed that it is the Commission’s job regarding sidewalks and zoning.

Deputy City Clerk Krause restated the motion on the floor at the request of Commissioner Venuti.

Chair Smith called for a roll call vote on the motion.

VOTE. YES. VENUTI.

VOTE. NO. SMITH, CHIAPPONE, HIGHLAND, CONLEY, STARK, BARMNWELL.

Motion failed.

Chair Smith inquired if Commissioner Conley would like to make his motion.

Commissioner Conley expressed that he would like to have discussion as initially he believed that this should be delayed until the update to the transportation plan and there are a couple of things that should occur defining public access corridors and hopefully that will be addressed in the transportation plan and it really hinges on what public access corridors are and he believed that it would be painting with a broad brush that they are going to out sidewalks on all streets in Homer and he would like to hear from the Commission on this item.

Commissioner Highland reiterated what she previously stated and believed that Council was coming from a point of frustration that the Commission has not addressed this already. She believed that there is a simpler way to state place and time that they will make zoning changes. She believed that the Commission could have discussion tonight while being aware of the time. Commissioner Highland further expressed that she did not believe a sidewalk was needed on every street not only due to the expense but often another form of non-motorized transportation facility would work, noting the lack of bike paths.

City Planner Abboud responded to Commissioner Chiappone that City Council could just go ahead with this ordinance since the Commission is required to review amendments to Title 21, however this addresses Title 11 which is totally out of the Commission responsibilities, he believed that this was a punt from Council to the Commission and it is important that they address sidewalks but Title 22 is more in the realm of the Commission.
The Clerk confirmed that Council has this ordinance on their September 26th so the Commission could have this before them for the next two meetings.

City Planner Abboud stated that they may be able to move some items forward before this item is due back to Council.

Commissioner Barnwell agreed with the Commission sentiments to address this at the Commission and not postpone the action recommended by the City Planner.

Commissioner Venuti noted that newly developed subdivisions are supposed to have sidewalks but believed it was more important to address existing streets. He further noted that a newly proposed subdivision can take up to two years to happen.

City Planner Abboud agreed but noted that the proposed ordinance does not address that and is more about new subdivisions that have not entered into a subdivision agreement as yet. He then referenced a recent action that was before them that had about three properties.

Chair Smith suggested a statement from the Planning Commission acknowledging the public outcry and that it is at the top of their priority list but it will take time, there is a process. He further questioned how the Commission can position themselves to be in a positive responsive position and then work it out.

City Planner Abboud commented that is the direction he was recommending the Commission focus and then commented that the action Council wanted it could not be provided in Urban Residential. Council did not enumerate or identify what exactly they wanted to accomplish and referenced that the subdivision created by Tony Neal was platted in the 1980’s.

Additional discussion covered the following points made by the City Planner and Commissioners:

- Commissioners focus on what the Council is requesting
  - New Developments only
  - Primary Connector Streets
  - Submit Memorandum that the Commission is working on their request and will submit a more definitive response by the September 26th date

- Can the minimum road standard be amended to a wider width to accommodate a path or sidewalk
  - How is a sidewalk constructed next to a gravel road?

- Submit specifics in the recommendation that can be directed to developers

Commissioner Highland stated that they need a motion to extend the meeting time.

City Planner Abboud stated that on this item no action is required from the Commission at this meeting.

Commissioner Stark volunteered to work with the City Planner to formulate a draft response for the next meeting.

INFORMATIONAL MATERIALS

A. City Manager’s Report for the August 8, 2022 City Council Meeting
B. Planning Commission Calendar 2022

COMMENTS OF THE AUDIENCE
COMMENTS OF THE STAFF

Deputy City Clerk Krause expressed her appreciation for the Commissions work tonight, it was a long meeting but the Commission got a lot done.

COMMENTS OF THE COMMISSION

Commissioner Highland commented, “Carrying on smartly.”

Commissioner Conley expressed his appreciation for Chair Smith getting them through the agenda tonight.

Commissioner Barnwell expressed his appreciation for Chair Smith keeping everybody in order and that it was a good meeting.

Commissioner Chiappone thanked City planner Abboud for his good report, on the CUP issue and Ordinance and stated that the City did not pay the Clerk enough.

Commissioner Venuti commented that it was an interesting meeting and then noted that they speak about a non-motorized transportation plan and presumably that covers bicycles but now he is seeing what is called e-bikes which are motorized and deserves some consideration also.

Commissioner Stark expressed his appreciation for the substantive collaboration of the Commission on the Ordinance 22-42 and it is a real pleasure to be working with them. He then expressed his appreciation for the hard work of Rick, Renee and Scott. Mr. Stark then noted that consideration should also include the motorized skateboards.

ADJOURN

There being no further business before the Commission, the meeting was adjourned at 9:38 p.m. The next Regular Meeting is Wednesday, September 7, 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.

______________________________
RENEE KRAUSE, MMC, DEPUTY CITY CLERK II

Approved: __________________________
Staff Report Pl 22-55

TO: Homer Planning Commission
FROM: Rick Abboud, AICP, City Planner
DATE: September 7, 2022
SUBJECT: City Planner’s Report

8.22.22 City Council
Regular Meeting
Resolution 22-063, A Resolution of the City Council of Homer, Alaska Supporting the Kenai Peninsula Borough’s Application for a Safe Streets and Roads for All (SS4A) Action Plan Grant and Authorizing the City of Homer to be Included as a Joint Applicant. City Manager. Recommend adoption. Memorandum 22-140 from Special Projects Coordinator as backup. ADOPTED with discussion.

Permitting Software
By the time you are reading this, I hope to have had our past permitting data downloaded into the system and then the process of validating the data will commence with us ‘going live’. We will still need to get schooled up on the system and work the inevitable bugs out of it.

Transportation Plan
We have had some initial meetings with our contractors and are starting to get things going, more to come.

More transportation planning! I was contacted by the Borough and invited to participate in a borough wide effort to apply for transportation funds through the Federal Safe Streets for All Program. This is a bit different than our plan and will use different data. I have included the resolution which I helped to write and a memo from Jenny Carroll. If we are selected for a Safety Action Plan Grant, we will work with others in the borough to identify strategies to improve safety and eliminate fatalities and then be eligible for federal funding for projects.

What! Even more transportation planning!! I joined a group with Frani Guttin from Nine Star that include Representative Vance, Tim Dillion, Jeffery Eide, State of Alaska officials and other notables to discuss transportation systems on the Kenai Peninsula. With the help of Tim Dillion, we will be making a survey to assess our transportation needs that are not being met and evaluate ways to address them borough wide. Perhaps we can come up with something besides a taxi voucher for Homer.
Grading Ordinance
Ryan Foster our new Special Projects Coordinator is working on a draft grading ordinance. We are thinking it may supplement our current regulations. It will come before the Commission when it is further along.

Short-term rentals
We are passing around initial thoughts and ideas surrounding short-term rentals in Homer. We will be developing a public participation model as we formulate the best way for Homer to address the issue. More to come.

Staff
We are currently advertising for an Assistant/Associate Planner for the office, as Travis has resigned. I will do the best I can with the help of the Clerks, City Managers Assistant, and Julie to keep things moving in the office until we get and train a replacement.

Economic Development Advisory Commission
The EDC is wrapping up their SWOT Analysis of Homer’s Quality of Life. They hope to make a presentation to the PC soon, possibly 9/21. The Commission also recommended funding the Homer office of the Alaska Small Business Development Center (AKSBDC) in the amount of $10,000 for FY 23. The AKSBDC offers business coaching, workshops and tools to help small businesses in our community. [https://aksbdc.org/](https://aksbdc.org/)

Commissioner Report to Council

9/12/22	__________________
9/26/22	__________________

Attachments:
Resolution 22-063
Memo 22-140
CITY OF HOMER  
HOMER, ALASKA  

RESOLUTION 22-063

A RESOLUTION OF THE HOMER CITY COUNCIL, SUPPORTING THE  
KENAI PENINSULA BOROUGH’S APPLICATION FOR A SAFE  
STREETS AND ROADS FOR ALL (SS4A) ACTION PLAN GRANT AND  
AUTHORIZING THE CITY OF HOMER TO BE INCLUDED AS A JOINT  
APPLICANT.

WHEREAS, The Safe Streets and Roads for All (SS4A) Grant Program, established under  
the Infrastructure Investment and Jobs Act, funds initiatives that support the Federal  
Department of Transportation’s goal of zero deaths and serious injuries on our nation’s  
roadways; and

WHEREAS, SS4A funds two activities, Safety Action Plans and Implementation Grants  
that carry out projects and strategies identified in an Action Plan; and

WHEREAS, Implementation Grants require an applicant to have a qualifying Safety  
Action Plan in place; and

WHEREAS, Neither the City of Homer nor the Kenai Peninsula Borough currently have a  
qualifying Action Plan in place; and

WHEREAS, Development of an Action Plan will better position the City of Homer and the  
Kenai Peninsula Borough to pursue Implementation Grants through the SS4A program in  
future funding cycles, and to pursue other State transportation grant funds; and

WHEREAS, The guidelines for the SS4A Grant Program encourages joint applications  
that engage multiple jurisdictions in the same region in order to ensure collaboration and  
leverage local expertise; and

WHEREAS, As the regional government, the Kenai Peninsula Borough has agreed to  
apply as the lead applicant with participating municipalities included as joint applicants for  
the SS4A Action Plan Grant; and

WHEREAS, It is in the best interest of the City of Homer to support the KPB’s application  
and participate as a joint applicant for the SS4A Safety Action Plan Grant.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska hereby  
supports the Kenai Peninsula Borough’s application for a SS4A Safety Action Plan grant and  
authorizes the City of Homer to be included as a joint applicant.
PASSED AND ADOPTED by the Homer City Council this 22\textsuperscript{nd} day of August 2022.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: Not to exceed $23,000 anticipated to be in-kind contribution of staff time.
Memorandum 22-140

TO: Mayor Castner and Homer City Council
FROM: Jenny Carroll, Special Projects and Communications Coordinator
THROUGH: Rob Dumouchel, City Manager
DATE: August 16, 2022
SUBJECT: Resolution Supporting a Regional Application to the Federal Safe Streets For All Program to Develop a Kenai Peninsula Borough-wide Safety Action Plan.

I. Issue: Request for City support of the Kenai Peninsula Borough’s application for a Safety Action Plan Grant, with the City of Homer included as a joint applicant.

II. Background: The Safe Streets for All (SS4A) is a Federal IIJA grant program focused on roadway safety with the goal of zero deaths and serious injuries on our nation’s roadways. Two types of SS4A grants are available: 1) Safety Action Plan Grants; and 2) Implementation Grants.

A Safety Action Plan identifies roadway safety issues and prioritizes strategies, design and development activities to improve roadway safety and eliminate fatalities and injuries for all users, including pedestrians, bicyclists and motorists. SS4A Implementation grants are awarded for the purpose of developing projects and carrying out strategies identified in the Safety Action Plan. Implementation grants require that a community have a Safety Action Plan in place.

Homer does not have a Safety Action Plan that meets the requirements of the SS4A program and there is no Regional Plan. After discussions with Kinney Engineering and the Public Works Director, the scope of the Master Transportation Plan does not include components of a safety action plan.

The SS4A program encourages multi-jurisdictional applications; regional applications are more competitive under the program. As the regional government, the KPB has agreed to apply as the lead applicant, with participating municipalities included as joint applicants. Upon adoption of an Action Plan, the cities and borough would be eligible to apply for SS4A implementation grants in future funding cycles.

If successful, it is anticipated that a memorandum of agreement would be signed between the Borough and municipalities to refine the project scope, cost and timing. The program requires a 20% local match. All participating communities and the KPB would share in the cost share obligation, which can be fulfilled via cash, in-kind or a combination. The City’s cost share would not exceed $23,000, much of which we anticipate could be in-kind contribution of staff time.

The Resolution before you provides the City’s support to the Borough to apply for a SS4A Action Plan Grant. Thank you for your consideration.
Staff Report PL 22-56

TO: HOMER PLANNING COMMISSION
FROM: RICK ABBOUD, AICP, CITY PLANNER
DATE: SEPTEMBER 7, 2022
SUBJECT: CUP REDUCTION

Introduction
I have made a draft ordinance for the Commission to review and make any changes necessary prior to holding a public hearing. It is quite a large ordinance with 10 sections and additional eyes on it will be valuable. The information about the districts are left in the staff report so that the recommendations may be reviewed for any concerns of the Commission.

A few minor changes have been made after looking at the revisions and considering all the ramifications. The major goal of the ordinance is to address the CUP’s that have become routine and required the most minimal input from the Commission for approval. These items should be considered in context of the intent of the district in the Comprehensive Plan as well as the purpose of the district in code. While there is always a chance to improve the code, especially when we have exposed this amount, I don’t want to stray too much from the concept of addressing CUP’s as described above. This could quickly become a project of a much larger magnitude that would require a great amount of preparation and thought on additional recommendations. We also are embarking on a proposed revision of the Comprehensive Plan with a subsequent revision of code to ensure that we enact the plan. I don’t want to get too far ahead of the time when we will be considering the internal workings of code.

I am noting what was changed according to the individual districts after the district summaries and have highlighted those items found to have been moved or been removed in code by the ordinance. I have landed on the permitting of up to 4 structures supporting residential units in districts supporting multifamily dwellings. Please provide feedback on the amount and consider if it should be something different. It is generally thought that the uses that have been moved to permitted uses have reasonable considerations in the district for their support.

Commissioners are requested to take a close look and move to make changes as they see fit. Pipelines and railroads are not removed yet, please vote on a motion if you wish. This will create a record on an item that was not address in the staff reports. Of course, make a motion and vote on anything else you feel needs to be changed and to accept the changes.
Analysis

Rural Residential (RR)

Comprehensive Plan

- **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.

Homer City Code (HCC)

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.

- a. Planned unit development, limited to residential uses only;
- b. Religious, cultural and fraternal assembly;
- c. Cemeteries;
- d. Kennels;
- e. Commercial greenhouses and tree nurseries offering sale of plants or trees grown on premises;
- f. Mobile home parks;
- g. Public utility facilities and structures;
- h. Pipelines and railroads;
- i. Storage of heavy equipment, vehicles or boats over 36 feet in length as an accessory use incidental to a permitted or conditionally permitted principal use;
- j. Day care facilities; provided, however, that outdoor play areas must be fenced;
- k. Group care home;
- l. Assisted living home;
- m. More than one building containing a permitted principal use on a lot;
- n. Indoor recreational facilities;
o. Outdoor recreational facilities;
p. Public school and private school;
q. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot

a. Lot Size.
1. The minimum lot area shall be 40,000 square feet, plus 40,000 square feet for each dwelling unit in excess of one unit in areas not served by public sewer and water.
2. Each lot shall contain a minimum of 20,000 square feet, plus 20,000 square feet per dwelling unit in excess of one unit if one of the following conditions exists:
a. The lot is served by public water supply approved by the State Department of Environmental Conservation; or
b. The lot is served by public or community sewer approved by the State Department of Environmental Conservation.
3. Each lot shall contain a minimum of 10,000 square feet, plus 10,000 square feet per dwelling unit in excess of one unit if the lot is served by both public water and sewer that satisfy both conditions of subsection (a)(2) of this section.

Staff: Added allowance for up to 4 dwellings according to density allowance and when located in an area for consideration of Urban Residential zoning as identified by the Land Use Recommendations map in the Comprehensive Plan.

Urban Residential (UR)
Comprehensive Plan
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).

**Homer City Code (HCC)**
The Urban Residential District is primarily intended to provide a sound environment for medium-density residential occupancy including single-family, duplex and low-rise multiple-family dwellings of various types and designs and other compatible uses as provided in this chapter.

The following uses may be permitted in the Residential Office District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:
   a. Planned unit development, excluding all industrial uses;
   b. Townhouse developments;
   c. Day care facilities; provided, however, that outdoor play areas must be fenced;
   d. Religious, cultural and fraternal assembly;
   e. Hospitals;
   f. Pipelines and railroads;
   g. Storage of heavy equipment or boats over 36 feet in length as an accessory use incidental to a permitted or conditionally permitted principal use;
   h. Private stables and the keeping of larger animals not usually considered pets, including paddocks or similar structures or enclosures utilized for keeping of such animals as an accessory use incidental to a primary residential use; such use shall be conditioned on not causing unreasonable disturbance or annoyances to occupants of neighboring property, and on sufficient land to harbor such animals;
   i. Group care home;
   j. Assisted living home;
   k. More than one building containing a permitted principal use on a lot;
   l. Indoor recreational facilities;
   m. Outdoor recreational facilities;
   n. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot.

**Dimensional requirements** *(these are standards commonly referred to in other districts)*
2. Multiple-family dwelling containing three or more units shall meet the following standards:
   a. The total floor area shall not be more than four-tenths the lot area;
b. The total open area shall be at least 1.1 times the total floor area. Open area is any portion of the lot not covered or used for parking spaces and maneuvering.

**Staff:** Moved townhouses to permitted use and allowed up to 4 dwellings subject to dimensional requirements of multi-family floor area ratio standards.

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**Residential Office (RO)**

**Comprehensive Plan**

**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.

**Homer City Code (HCC)**

The Residential Office District is primarily intended for a mixture of low-density to medium-density residential uses and certain specified businesses and offices, which may include professional services, administrative services and personal services, but generally not including direct retail or wholesale transactions except for sales that are incidental to the provision of authorized services. A primary purpose of the district is to preserve and enhance
the residential quality of the area while allowing certain services that typically have low traffic generation, similar scale and similar density. The district provides a transition zone between commercial and residential neighborhoods.

The following uses may be permitted in the Residential Office District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Planned unit developments, excluding all industrial uses;
b. Townhouses;
c. Public or private schools;
d. Hospitals and medical clinics;
e. Public utility facilities and structures;
f. Mortuaries;
g. Day care facilities; provided, however, that outdoor play areas must be fenced;
h. More than one building containing a permitted principal use on a lot;
i. Group care homes;
j. Helipads, but only as an accessory use incidental to a hospital conditional use;
k. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot;
l. Other uses approved pursuant to HCC 21.04.020.

Dimensional requirements

e. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area, without an approved conditional use permit.

Staff: Added townhouse, mortuaries, daycare, group homes and up to four dwellings subject to multi-family floor area ratios to permitted uses. Moved requirement for a CUP regarding building area coverage from 30% to 40%. Also eliminated the retail sales of hardware etc. and plumbing and etc. as these ‘laundry lists’ of uses are unnecessary and would be allowed by the current permitted uses pertaining to retail businesses (HCC 21.20.020(a)) and plumbing etc. (HCC 21.20.020(s)).

Medical District (M)

Comprehensive Plan

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.
**Homer City Code (HCC)**

The purpose of the Medical District is to provide an area near the hospital to support medical facilities and other professional office and limited commercial uses. The district is meant to accommodate a mixture of residential and nonresidential uses. Pedestrian-friendly designs and amenities are encouraged.

The following uses may be permitted in the Medical District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Planned unit developments, excluding all industrial uses;
b. Public or private schools;
c. Hospitals;
d. Public utility facilities and structures;
e. Mortuaries;
f. Group care homes;
g. Helipads, but only as an accessory use incidental to a hospital conditional use;
h. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot;
i. Other uses approved pursuant to HCC 21.04.020;
j. Parking garage.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area, without an approved conditional use permit.

A conditional use permit is required for every use that:

a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection

**Staff:** No change.
Central Business District (CBD)

Comprehensive Plan

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).

**Community Design Manual** – Applicable to uses and structures requiring a CUP

Chapter 1. Architecture, Chapter 2. Site Design, Chapter 3. Lighting (applicable to all uses).

These Chapter's apply to all non-residential uses and uses with more than 12 residential units in the Central Business District.

**Homer City Code (HCC)**

The following uses may be permitted in the Central Business District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Planned unit developments, excluding all industrial uses;

b. Indoor recreational facilities and outdoor recreational facilities;
c. Mobile home parks;
d. Auto fueling stations;
e. Public utility facilities and structures;
f. Pipeline and railroads;
g. Greenhouses and garden supplies;
h. Light or custom manufacturing, repair, fabricating, and assembly, provided such use, including storage of materials, is wholly within an enclosed building;
i. Shelter for the homeless, provided any lot used for such shelter does not abut a residential zoning district;
j. More than one building containing a permitted principal use on a lot;
k. Group care homes and assisted living homes;
l. Drive-in car washes, but only on the Sterling Highway from Tract A-1 Webber Subdivision to Heath Street;
m. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot;
n. Other uses approved pursuant to HCC 21.04.020.

4. If approved by a conditional use permit, the setback from a dedicated right-of-way, except from the Sterling Highway or Lake Street, may be reduced.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area, without an approved conditional use permit.

A conditional use permit is required for every use that:
a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection.

**Staff:** Moved greenhouses, group homes, assisted living homes, indoor and outdoor recreational facilities, and up to 4 dwelling units subject to multi-family floor areas ratios to permitted uses. Moved building area coverage from 30% to 50% for a CUP.
**Town Center District (TC)**

**Town Center Plan**

The following goals and objectives from the Homer Comprehensive Plan (1999 Update) are particularly relevant to planning for development in Homer’s Town Center:

- Improve the attractiveness and usability of the business core to encourage use of the area.
- Encourage a balance of open space and attractive, retail-oriented development of vacant land in the business/core area.
- Actively pursue a theme for Pioneer Avenue. Support the establishment of a Town Square and connecting green spaces through town.
- Develop an integrated system of trails, sidewalks, and walkways to connect City parks, schools, recreational areas, and the downtown core area.
- Encourage and enhance the cultural and educational amenities of Homer.
- Guide growth and development in areas planned or zoned Central Business District (CBD) to provide a centrally located business/commercial area and focal point for the community.
- The City, in cooperation with private business owners, shall research and evaluate steps involved in creating and enabling a Pioneer Avenue theme and town square to become a reality.
- Work with the community to develop a centralized Town Square that includes a cultural center, interfacing with existing organizations and institutions to explore partnerships and shared parking.
- Investigate innovative funding mechanisms to provide funding for development of the Town Square with cultural and other facilities and public art programs.

**Homer City Code (HCC)**

The primary purpose of the Town Center District is to provide a centrally located area in Homer for a core business area and a community focal point. Pedestrian-friendly designs and amenities are encouraged.

The following uses may be permitted in the Town Center District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Planned unit developments, limited only to uses otherwise permitted in this district;
b. Indoor recreational facilities;
c. Greenhouses and garden supplies;
d. Light or custom manufacturing, repair, fabricating, and assembly, provided such use, including storage of materials, is wholly within an enclosed building;
e. Group care homes and assisted living homes;
f. Other uses approved pursuant to HCC 21.04.020;
g. Outdoor recreational facilities;
h. Customary accessory uses to any of the permitted uses listed in the TCD district; provided, that a separate permit shall not be issued for the construction of any type of accessory building prior to that of the main building;
i. Self-service laundries;
j. Retail sales of hardware, appliances and furniture, building supplies and materials, but only if such use, including storage of goods and materials, is wholly contained within one or more enclosed buildings;
k. Plumbing, heating and appliance repair shops, but only if such use, including storage of goods and materials, is wholly contained within one or more enclosed buildings;
l. One wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system on any capacity of the lot

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area, without an approved conditional use permit.

A conditional use permit is required for every use that:
a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection

Staff: Added greenhouses, indoor and outdoor recreational facilities, group care and assisted living facilities, and self-service laundries to permitted uses.

Gateway Business District (GBD)
Comprehensive Plan
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).

**Community Design Manual** – Applicable to uses and structures requiring a CUP

- Chapter 1. Architecture, Chapter 2. Site Design, Chapter 3. Lighting (applicable to all uses).

  These Chapter’s apply to all non-residential uses and uses with more than 12 residential units in the Central Business District.

**Homer City Code (HCC)**

The purpose of the Gateway Business District is primarily to promote mixed use development, with an emphasis on visitor-oriented business. Conflicts between residential and business uses are resolved in favor of business. Among the goals of the Gateway Business District regulations are the minimization of future traffic congestion along the Sterling Highway corridor, and preservation of the favorable experience residents and visitors have when entering Homer by way of the Sterling Highway.

The following conditional uses may be permitted in the Gateway Business District when authorized in accordance with Chapter 21.71 HCC:

a. More than one building containing a permitted principal use on a lot.

b. One wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot.
c. Other uses approved pursuant to HCC 21.04.020.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area, without an approved conditional use permit.

A conditional use permit is required for every use that:

a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection

**Staff:** Added up to 4 dwelling units subject to floor area ratios of multi-family and moved from 30% to 40% building coverage required for a CUP.

**General Commercial 1 (GC1)**

**Comprehensive Plan**

- **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.
**Homer City Code (HCC)**

The General Commercial 1 (GC1) District is primarily intended to provide sites for businesses that require direct motor vehicle access and may require larger land area, and to provide business locations in proximity to arterials and transportation centers. It is also intended to minimize congestion and adverse effects on adjacent residential districts and on the appearance of the community.

The following uses may be permitted in the General Commercial 1 District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

- a. Campgrounds;
- b. Crematoriums;
- c. Multiple-family dwelling;
- d. Public utility facility or structure;
- e. Mobile home parks;
- f. Planned unit developments;
- g. Townhouses;
- h. Pipelines and railroads;
- i. Shelter for the homeless, provided any lot used for such shelter does not abut an RO, RR, or UR zoning district;
- j. More than one building containing a permitted principal use on a lot;
- k. Day care facilities; provided, however, that outdoor play areas must be fenced;
- l. Other uses approved pursuant to HCC 21.04.020;
- m. Indoor recreational facilities;
- n. Outdoor recreational facilities.

- d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area without an approved conditional use permit.

A conditional use permit is required for every use that:

- a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
- d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection...
Staff: Moved townhouses daycare facilities, indoor and outdoor recreational facilities, and more than one building on a lot to permitted uses. I left multi-family as a conditional use as the GC1 district is really meant to support commercial and multi-family should have some oversight to whether or not the conditions of a particular lot are better to support dwellings, which are not allowed otherwise. Moved standard for CUP from 30% lot coverage to 40%.

**General Commercial 2 (GC2)**

*Comprehensive Plan*

- **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

**Homer City Code (HCC)**

The purpose of the General Commercial 2 District is primarily to provide a sound area for heavy commercial and industrial uses within the community designed to permit manufacturing, processing, assembly, packaging, or treatment of products and other uses described in this chapter. Residential uses and certain retail enterprises are purposely limited. The following uses may be permitted in the General Commercial 2 District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:
a. Mobile home parks;
b. Construction camps;
c. Extractive enterprises, including the mining, quarrying and crushing of gravel, sand and other earth products and batch plants for asphalt or concrete;
d. Bulk petroleum product storage above ground;
e. Planned unit developments, excluding residential uses;
f. Campgrounds;
g. Junk yard;
h. Kennels;
i. Public utility facilities and structures;
j. Pipelines and railroads;
k. Impound yards;
l. Shelter for the homeless, provided any lot used for such shelter does not abut an urban, rural or office residential zoning district;
m. More than one building containing a permitted principal use on a lot;
n. Day care facilities; provided, however, that outdoor play areas must be fenced;
o. Group care homes and assisted living homes;
p. Other uses approved pursuant to HCC 21.04.020;
q. Indoor recreational facilities;
r. Outdoor recreational facilities.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area without an approved conditional use permit.

A conditional use permit is required for every use that:
a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection.

**Staff:** Added impound yards, more than one building containing a permitted principle use on a lot and indoor and outdoor recreation facilities to permitted uses. Eliminated mobile home parks, day care facilities, group and assisted living homes from the district as they are incompatible with the intent district. Removed requirement for over 8000 sf and 30% building coverage to trigger a CUP.
East End Mixed Use District (EEMU)

Comprehensive Plan

- **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.

Homer City Code (HCC)
The East End Mixed Use (EEMU) District is primarily intended to provide sites for businesses that require direct motor vehicle access and may require larger land area. The district is meant to accommodate a mixture of existing and accessory residential with nonresidential uses. When a conflict exists between residential and nonresidential uses conflicts shall be resolved in favor of nonresidential uses.

The following conditional uses may be permitted in the East End Mixed Use District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

- a. Construction camps;
b. Extractive enterprises, including crushing of gravel, sand and other earth products and batch plants for asphalt or concrete;
c. Auto fueling stations;
d. Bulk petroleum product storage;
e. Planned unit developments;
f. Junk yard;
g. Kennels;
h. Public utility facilities and structures;
i. Impound yards;
j. Indoor recreational facilities;
k. Outdoor recreational facilities;
l. Other uses approved pursuant to HCC 21.04.020.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area without an approved conditional use permit.

A conditional use permit is required for every use that:
a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection

Staff: Moved indoor and outdoor recreational facilities to permitted uses. Removed requirement for over 8000 sf and 30% building coverage to trigger a CUP.

Staff Recommendation
Discuss changes and make motions to make any changes and recommend for public hearing.

WHEREAS,

WHEREAS,

THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code Chapter 21.12, Rural Residential District is amended to read as follows:


The following uses are permitted outright in the Rural Residential District:

a. Single-family dwelling;

b. Duplex dwelling;

c. Multiple-family dwelling, only if the structure conforms to HCC 21.14.040(a)(2);

d. Public parks and playgrounds;

e. Rooming house, bed and breakfast and hostel;

f. Home occupations, provided they conform to the requirements of HCC 21.51.010;

g. Agricultural activities, including general farming, truck farming, livestock farming, nurseries, and greenhouses; provided, that:

1. Other than normal household pets, no poultry or livestock may be housed and no fenced runs may be located within 100 feet of any residence other than the dwelling on the same lot;

2. No retail or wholesale business sales office is maintained on the premises;
h. Private stables;

i. Private floatplane tie-down as an accessory use incidental to residential use;

j. Storage of personal commercial fishing gear in a safe and orderly manner and separated by at least five feet from any property line as an accessory use incidental to residential use;

k. As an accessory use incidental to residential use, the private outdoor storage of noncommercial equipment, including noncommercial trucks, boats, and not more than one recreational vehicle in a safe and orderly manner and separated by at least five feet from any property line, provided no stored equipment, boat or vehicle exceeds 36 feet in length;

l. Other customary accessory uses incidental to any of the permitted uses listed in the RR district; provided, that no separate permit shall be issued for the construction of any detached accessory building prior to that of the main building;

m. Temporary (seasonal) roadside stands for the sale of produce grown on the premises;

n. Mobile homes, subject to the requirements of HCC 21.54.100;

o. Day care homes; provided, however, that outdoor play areas must be fenced;

p. Recreational vehicles, subject to the requirements of HCC 21.54.320;

q. Open space, but not including outdoor recreational facilities described in HCC 21.12.030;

r. As an accessory use, one small wind energy system per lot having a rated capacity not exceeding 10 kilowatts;

s. One detached Up to four dwelling units, excluding mobile homes, as an accessory building to a principal single-family dwelling on a lot subject to the requirements of HCC 21.12.040 and located in an area designated for Urban Residential zoning by the Future Land Use Map in the 2018 Homer Comprehensive Plan.

Section 2. Homer City Code Chapter 21.14, Urban Residential District is amended as follows:


The following uses are permitted outright in the Urban Residential District:

a. Single-family dwelling, excluding mobile home;

b. Duplex dwelling, excluding mobile home;

c. Multiple-family dwelling, only if the structure conforms to HCC 21.14.040(a)(2) and excluding mobile home;
d. Public parks and playgrounds;
e. Home occupations, provided they conform to the requirements of HCC 21.51.010;
f. Rooming house, bed and breakfast and hostel;
g. Private floatplane tie-up facility as an accessory use incidental to residential use;
h. As an accessory use incidental to residential use, storage of personal commercial fishing gear in a safe orderly manner and separated by at least five feet from any property line;
i. As an accessory use incidental to residential use, the private outdoor storage of noncommercial equipment, including noncommercial trucks, boats, and not more than one recreational vehicle in a safe and orderly manner and separated by at least five feet from any property line, provided no stored equipment, boat or vehicle exceeds 36 feet in length;
j. The outdoor harboring or keeping of dogs, small animals and fowl as an accessory to a residential use in a manner consistent with the requirements of all other provisions of the Homer City Code and as long as such animals are pets of the residents of the dwelling and their numbers are such as not to unreasonably annoy or disturb occupants of neighboring property;
k. Customary accessory uses to any of the permitted uses listed in the UR district; provided, that no separate permit shall be issued for the construction of any detached accessory building prior to that of the main building;
l. Day care homes; provided, however, that outdoor play areas must be fenced;
m. Recreational vehicles, subject to the standards set out in HCC 21.54.320;
n. Open space, not including outdoor recreational facilities;
o. Public schools and private schools;
p. As an accessory use, one small wind energy system per lot having a rated capacity not exceeding 10 kilowatts;
q. One detached dwelling unit, excluding mobile homes, as an accessory building to a principal single-family dwelling on a lot.

r. Townhouse developments

s. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)(a)&(b) excluding mobile homes.

The following uses may be permitted in the Urban Residential District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Planned unit development, excluding all industrial uses;

b. Townhouse developments;

c. Day care facilities; provided, however, that outdoor play areas must be fenced;

d. Religious, cultural and fraternal assembly;

e. Hospitals;

f. Pipelines and railroads;

g. Storage of heavy equipment or boats over 36 feet in length as an accessory use incidental to a permitted or conditionally permitted principal use;

h. Private stables and the keeping of larger animals not usually considered pets, including paddocks or similar structures or enclosures utilized for keeping of such animals as an accessory use incidental to a primary residential use; such use shall be conditioned on not causing unreasonable disturbance or annoyances to occupants of neighboring property, and on sufficient land to harbor such animals;

i. Group care home;

j. Assisted living home;

k. More than one building containing a permitted principal use on a lot;

l. Indoor recreational facilities;

m. Outdoor recreational facilities;

n. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot.

Section 3. Homer City Code Chapter 21.16, Urban Residential Office District is amended as follows:

21.16.020 Permitted uses and structures.

The following uses are permitted outright in the Residential Office District:

a. Single-family and duplex dwelling, excluding mobile homes;

b. Multiple-family dwelling, provided the structure conforms to HCC 21.14.040(a)(2) and excluding mobile homes;
189 c. Public parks and playgrounds;
190
d. Rooming house, bed and breakfast and hostel;
193
e. Home occupations; provided they conform to the requirements of HCC 21.51.010;
195
f. Professional offices and general business offices;
197
g. Personal services;
199
h. Museums, libraries and similar institutions;
201
i. Nursing facilities, convalescent homes, homes for the aged, assisted living homes;
203
j. Religious, cultural and fraternal assembly;
205
k. Storage of the occupant’s personal commercial fishing gear in a safe and orderly manner and
206 separated by at least five feet from any property line as an accessory use incidental to a permitted or
207 conditionally permitted principal use;
208
l. Private exterior storage of the occupant’s personal noncommercial equipment, including
209 noncommercial trucks, boats, campers and not more than one recreational vehicle in a safe and orderly
210 manner and separated by at least five feet from any property line as an accessory use incidental to a
211 permitted or conditionally permitted principal use;
212
m. Other customary accessory uses to any of the permitted uses listed in the Residential Office District;
213 provided, that no separate permit shall be issued for the construction of any detached accessory
214 building prior to that of the main building;
215
n. The outdoor harboring or keeping of dogs, small animals and fowl as an accessory use in a manner
216 consistent with the requirements of the Homer City Code and as long as such animals are kept as pets
217 and their numbers are such as not to unreasonably annoy or disturb occupants of neighboring
218 property;
219
o. Day care homes; provided, however, that outdoor play areas must be fenced;
220
p. Recreational vehicles, subject to the standards set out in HCC 21.54.320;
222
q. As an accessory use, one small wind energy system per lot having a rated capacity not exceeding 10
224 kilowatts;
226
r. One detached dwelling unit, excluding mobile homes, as an accessory building to a principal single-
228 family dwelling on a lot.
230
s. Townhouses
t. Mortuaries

u. Day care facilities; provided, however, that outdoor play areas must be fenced;

v. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)(a)&(b) excluding mobile homes.

w. Group care homes.

21.16.030 Conditional uses and structures.

The following uses may be permitted in the Residential Office District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Planned unit developments, excluding all industrial uses;

b. Townhouses;

c. Public or private schools;

d. Hospitals and medical clinics;

e. Public utility facilities and structures;

f. Mortuaries;

g. Day care facilities; provided, however, that outdoor play areas must be fenced;

h. More than one building containing a permitted principal use on a lot;

i. Group care homes;

j. Helipads, but only as an accessory use incidental to a hospital conditional use;

k. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot;

l. Other uses approved pursuant to HCC 21.04.020.

21.16.040 Dimensional requirements.

The following dimensional requirements shall apply to all structures and uses in the Residential Office District:

a. The minimum lot size is 7,500 square feet.

b. Building Setbacks.
1. Buildings shall be set back 20 feet from all dedicated rights-of-way.

2. Residential buildings shall be set back from all other lot boundary lines according to the number of stories as follows:

<table>
<thead>
<tr>
<th>Number of Stories</th>
<th>Setback (in feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 story</td>
<td>5 feet</td>
</tr>
<tr>
<td>1 1/2 stories</td>
<td>6 feet</td>
</tr>
<tr>
<td>2 stories</td>
<td>7 feet</td>
</tr>
<tr>
<td>2 1/2 stories</td>
<td>8 feet</td>
</tr>
</tbody>
</table>

3. Nonresidential buildings shall be set back 15 feet from all other lot boundary lines, except that this setback may be reduced to not less than the setback that would apply under subsection (b)(2) of this section if the reduction is approved by the State Fire Marshal.

   c. The maximum building height shall be 35 feet.

   d. Detached accessory buildings may not occupy more than 25 percent of a required rear or side yard and no portion of a required front yard, and shall be located at least five feet from the nearest part of a main building and five feet from all property lines.

   e. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area, without an approved conditional use permit.

Section 4. Homer City Code Chapter 21.18, Central Business District is amended to read as follows:

21.18.020 Permitted uses and structures.

The following uses are permitted outright in the Central Business District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter:

   a. Retail business where the principal activity is the sale of merchandise and incidental services in an enclosed building;

   b. Personal service establishments;

   c. Professional offices and general business offices;

   d. Restaurants, clubs and drinking establishments that provide food or drink for consumption on the
ORDINANCE 22
CITY OF HOMER

premises;

e. Parking lots and parking garages, in accordance with Chapter 21.55 HCC;

f. Hotels and motels;

g. Mortuaries;

h. Single-family, duplex, and multiple-family dwellings, including townhouses, but not including mobile homes;
i. Floatplane tie-up facilities and air charter services;
j. Parks;

k. Retail and wholesale sales of building supplies and materials, only if such use, including storage of materials, is wholly contained within one or more enclosed buildings;

l. Customary accessory uses to any of the permitted uses listed in the CBD district; provided, that a separate permit shall not be issued for the construction of any detached accessory building prior to that of the main building;
m. Mobile homes, provided they conform to the requirements set forth in HCC 21.54.100;
n. Home occupations, provided they conform to the requirements of HCC 21.51.010;
o. Ministorage;
p. Apartment units located in buildings primarily devoted to business or commercial uses;
q. Religious, cultural, and fraternal assembly;
r. Entertainment establishments;
s. Public, private and commercial schools;
t. Museums and libraries;
u. Studios;
v. Plumbing, heating and appliance service shops, only if such use, including the storage of materials, is wholly within an enclosed building;
w. Publishing, printing and bookbinding;
x. Recreational vehicle parks only if located south of the Sterling Highway (Homer Bypass) from Lake Street west to the boundary of the Central Business District abutting Webber Subdivision, and from
Heath Street to the west side of Lakeside Village Subdivision, provided they shall conform to the standards in HCC 21.54.200 and following sections;
y. Taxi operation limited to a dispatch office and fleet parking of no more than five vehicles; maintenance of taxis must be conducted within an enclosed structure, and requires prior approval by the City Planner of a site, access and parking plan;
z. Mobile food services;

aa. Itinerant merchants, provided all activities shall be limited to uses permitted outright under this zoning district;
bb. Day care homes and facilities; provided, however, that outdoor play areas must be fenced;
cc. Rooming house, bed and breakfast and hostel;

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

hh. As an accessory use, one small wind energy system per lot having a rated capacity not exceeding 10 kilowatts;
ii. One detached dwelling unit, excluding mobile homes, as an accessory building to a principal single-family dwelling on a lot;
jj. Marijuana cultivation facilities, manufacturing facilities, retail facilities, and testing facilities as defined by State law;
kk. Medical clinics.

**II. Greenhouses and garden supplies.**

mm. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)(a)&(b) excluding mobile homes or for commercial use.
mn. Group care homes and assisted living homes

mm. Indoor and outdoor recreational facilities.

21.18.030 Conditional uses and structures

The following uses may be permitted in the Central Business District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Planned unit developments, excluding all industrial uses;

b. Indoor recreational facilities and outdoor recreational facilities;

c. Mobile home parks;

d. Auto fueling stations;

e. Public utility facilities and structures;

f. Pipeline and railroads;

g. Greenhouses and garden supplies;

h. Light or custom manufacturing, repair, fabricating, and assembly, provided such use, including storage of materials, is wholly within an enclosed building;

i. Shelter for the homeless, provided any lot used for such shelter does not abut a residential zoning district;

j. More than one building containing a permitted principal use on a lot;

k. Group care homes and assisted living homes;

l. Drive-in car washes, but only on the Sterling Highway from Tract A-1 Webber Subdivision to Heath Street;

m. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot;

n. Other uses approved pursuant to HCC 21.04.020.

21.18.040 Dimensional requirements.

The following dimensional requirements shall apply to all structures and uses in the Central Business District:
a. Lot Size.

1. The minimum lot area shall be 6,000 square feet. Lawful nonconforming lots of smaller size may be newly developed and used if off-site parking is provided in accordance with the City parking code, Chapter 21.55 HCC;

2. Multiple-family dwelling containing three or more units shall meet the standards in HCC 21.14.040(a)(2);

3. Townhouses shall meet the standards in HCC 21.53.010.

b. Building Setbacks.

1. Buildings shall be set back 20 feet from all dedicated rights-of-way, except as allowed by subsection (b)(4) of this section.

2. Nonresidential buildings shall be set back five feet from all other lot boundary lines except the minimum setback shall be two feet from all other boundary lines when firewalls are provided and access to the rear of the building is otherwise provided (e.g., alleyways) as defined by the State Fire Code and enforced by the State Fire Marshal.

3. Residential buildings shall be set back five feet from all other lot boundary lines.

4. If approved by a conditional use permit, the setback from a dedicated right-of-way, except from the Sterling Highway or Lake Street, may be reduced.

5. Alleys are not subject to a 20-foot setback requirement. The setback requirements from any lot line abutting an alley will be determined by the dimensional requirements of subsections (b)(1) and (2) of this section.

6. Any attached or detached accessory building shall maintain the same yards and setbacks as the main building.

c. Building Height. The maximum building height shall be 35 feet.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area, without an approved conditional use permit.

e. Building Area and Dimensions – Retail and Wholesale.

1. The total floor area of retail and wholesale business uses within a single building shall not exceed 75,000 square feet.

2. No conditional use permit, planned unit development, or variance may be granted that would allow a building to exceed the limits of subsection (e)(1) of this section and no nonconforming use or structure may be expanded in any manner that would increase its
Section 5. Homer City Code Chapter 21.20, Town Center District is amended as follows:

21.20.020 Permitted uses and structures

The following uses are permitted outright in the Town Center District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter:

a. Retail business where the principal activity is the sale of merchandise and incidental services in an enclosed building;

b. Personal service establishments;

c. Offices;

d. Restaurants, clubs and drinking establishments which provide food or drink for consumption on the premises;

e. Parking lots and parking garages, in accordance with Chapter 21.55 HCC;

f. Hotels and motels;

g. Single-family, duplex, and multiple-family dwellings, but not including mobile homes or townhouses;

h. Townhouses subject to the standards of HCC 21.53.010(c), (f), (h), (i), and (o) only;

i. Parks;

j. Financial institutions;

k. Retail sale of building supplies and materials, only if such use, including storage of materials, is wholly contained within an enclosed building;

l. Home occupations, provided they conform to the standards in HCC 21.51.010;

m. Dwelling units and nonresidential uses in the same building, if each use is otherwise allowed by this chapter;

n. Religious, cultural and fraternal assemblies;

o. Entertainment establishments;

p. Private, public, and commercial schools;

q. Museums and libraries;
r. Studios;
s. Plumbing, heating and appliance service shops, only if such use, including the storage of materials, is wholly within an enclosed building;
t. Publishing, printing and bookbinding;
u. Mobile food services on City-owned land only;
v. Transient or itinerant merchants, provided all activities shall be limited to uses permitted outright under this zoning district, and only on City-owned land;
w. Day care homes and facilities; provided, however, that play areas must be fenced;
x. Rooming house, bed and breakfast and hostel;
y. Farmers’ market;
z. More than one building containing a principal permitted use on a lot.

aa. Greenhouse and garden supplies

bb. Indoor and outdoor recreational facilities

cc. Group care and assisted living facilities.

dd. Self-service laundries

21.20.030 Conditional uses and structures.

The following uses may be permitted in the Town Center District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:
a. Planned unit developments, limited only to uses otherwise permitted in this district;
b. Indoor recreational facilities;
c. Greenhouses and garden supplies;
d. Light or custom manufacturing, repair, fabricating, and assembly, provided such use, including storage of materials, is wholly within an enclosed building;
e. Group care homes and assisted living homes;
f. Other uses approved pursuant to HCC 21.04.020;
ge. Outdoor recreational facilities;

hf. Customary accessory uses to any of the permitted uses listed in the TCD district; provided, that a separate permit shall not be issued for the construction of any type of accessory building prior to that of the main building;

i. Self-service laundries;

j. Retail sales of hardware, appliances and furniture, building supplies and materials, but only if such use, including storage of goods and materials, is wholly contained within one or more enclosed buildings;

k. Plumbing, heating and appliance repair shops, but only if such use, including storage of goods and materials, is wholly contained within one or more enclosed buildings;

le. One wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system on any capacity of the lot.

Section 6. Homer City Code Chapter 21.22, Gateway Business District is amended as follows:

21.22.020 Permitted uses and structures.

The following uses are permitted outright in the Gateway Business District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter:

a. Retail business;

b. General business offices and professional offices;

c. Restaurants and clubs;

d. Hotels and motels;

e. Single-family, duplex, and multiple-family dwellings, including townhouses, but not including mobile homes;

f. Open space;

g. Financial institutions;

h. Home occupations, provided they conform to the standards in HCC 21.51.010;

i. Dwelling units and nonresidential uses (if otherwise allowed by this chapter) in the same building;

j. Religious, cultural, and fraternal assembly;
k. Entertainment establishments;
l. Museums and libraries;
m. Public and private schools;
n. Studios;
o. Rooming house, bed and breakfast and hostel;
p. Personal service establishments;
q. Customary accessory uses to any of the permitted uses listed in the GBD district; provided, that
separate permit shall not be issued for the construction of any type of accessory building prior to that
of the main building.
r. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)(a)&(b)
excluding mobile homes.
21.22.030 Conditional uses and structures.
The following conditional uses may be permitted in the Gateway Business District when authorized in
accordance with Chapter 21.71 HCC:
a. More than one building containing a permitted principal use on a lot.
b. One wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only
wind energy system of any capacity on the lot.
c. Other uses approved pursuant to HCC 21.04.020.
21.22.040 Dimensional requirements.
The following dimensional requirements shall apply to all structures and uses in the Gateway Business
District:
a. Lot Size.
1. The minimum lot area shall be 20,000 square feet. Lawfully existing smaller lot sizes may be
newly developed and used subject to the provision of off-site parking as specified in the City
car parking code, Chapter 21.55 HCC;
2. Multiple-family dwellings shall meet the standards in HCC 21.14.040(a)(2);
3. Townhouses shall meet the standards in HCC 21.53.010.
b. Building Setbacks.
1. Buildings shall be set back 20 feet from all dedicated rights-of-way, except as allowed by subsection (b)(4) of this section.

2. Commercial buildings shall be set back five feet from all other lot boundary lines, except the minimum setback shall be two feet from all other boundary lines when firewalls are provided and access to the rear of the building is otherwise provided (e.g., alleyways) as defined by the State Fire Code and enforced by the State Fire Marshal.

3. Residential buildings shall be set back five feet from all other lot boundary lines.

4. If approved by a conditional use permit, the setback from a dedicated right-of-way may be reduced.

5. Alleys are not subject to a 20-foot setback requirement from dedicated rights-of-way. The setback requirements from any lot line abutting an alley will be determined by the dimensional requirements of subsections (b)(2) and (3) of this section.

6. Any attached or detached accessory building shall maintain the same yards and setbacks as the main building.

c. Building Height. The maximum building height shall be 35 feet.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 3040 percent of the lot area, without an approved conditional use permit.

e. Building Area and Dimensions – Retail.

1. The total floor area of retail business uses within a single building shall not exceed 8,000 square feet.

2. In buildings with more than 8,000 square feet of building area retail business use (not including the area for stocking and warehousing) is limited to no more than 8,000 square feet of floor area.

Section 7. Homer City Code Chapter 21.24, General Commercial District 1 is amended as follows:


The following uses are permitted outright in the General Commercial 1 District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter:

a. Air charter operations and floatplane tie-up facilities;

b. General business offices and professional offices;
c. Dwelling units located in buildings primarily devoted to business uses;

d. Auto repair;

e. Auto and trailer sales or rental areas;

f. Auto fueling stations and drive-in car washes;

g. Building supply and equipment sales and rentals;

h. Restaurants, including drive-in restaurants, clubs and drinking establishments;

i. Garden supplies and greenhouses;

j. Heavy equipment and truck sales, rentals, service and repair;

k. Hotels and motels;

l. Lumberyards;

m. Boat and marine equipment sales, rentals, service and repair;

n. Mortuaries;

o. Open air businesses;

p. Parking lots and parking garages, in accordance with Chapter 21.55 HCC;

q. Manufacturing, fabrication and assembly;

r. Publishing, printing and bookbinding;

s. Recreation vehicle sales, rental, service and repair;

t. Retail businesses;

u. Trade, skilled or industrial schools;

v. Wholesale businesses, including storage and distribution services incidental to the products to be sold;

w. Welding and mechanical repair;

x. Parks and open space;

y. Appliance sales and service;
z. Warehousing, commercial storage and mini-storage;

aa. Banks, savings and loans, credit unions and other financial institutions;

bb. Customary accessory uses to any of the permitted uses listed in the GC1 district; provided, that no separate permit shall be issued for the construction of any type of accessory building prior to that of the main building;

c. Dry cleaning, laundry, and self-service laundries;

d. Taxi operation;

ee. Mobile food services;

ff. Itinerant merchants, provided all activities shall be limited to uses permitted outright under this zoning district;

gg. Recreational vehicle parks, provided they shall conform to the standards in Article II of Chapter 21.54 HCC;

hh. Day care homes; provided, that a conditional use permit was obtained for the dwelling, if required by HCC 21.24.030; all outdoor play areas must be fenced;

ii. Rooming house and bed and breakfast;

jj. Dormitory;

kk. As an accessory use, one small wind energy system per lot;

ll. Marijuana cultivation facilities, manufacturing facilities, retail facilities, and testing facilities as defined by State law;

mm. Townhouses;

nn. Day care facilities; provided, however, that outdoor play areas must be fenced;

oo. Indoor and outdoor recreational facilities;

pp. More than one building containing a permitted principal use on a lot.


The following uses may be permitted in the General Commercial 1 District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Campgrounds;
b. Crematoriums;
c. Multiple-family dwelling;
d. Public utility facility or structure;
e. Mobile home parks;
f. Planned unit developments;
g. Townhouses;
h. Pipelines and railroads;
i. Shelter for the homeless, provided any lot used for such shelter does not abut an RO, RR, or UR zoning district;
j. More than one building containing a permitted principal use on a lot;
k. Day care facilities; provided, however, that outdoor play areas must be fenced;
l. Other uses approved pursuant to HCC 21.04.020;
m. Indoor recreational facilities;
n. Outdoor recreational facilities;

21.24.040 Dimensional requirements.
The following dimensional requirements shall apply to all structures and uses in the General Commercial 1 District:

a. Lot Size. The minimum lot size is 10,000 square feet.
b. Building Setbacks.

1. All buildings shall be set back 20 feet from all dedicated rights-of-way. Alleys are not subject to a 20-foot setback requirement. The setback requirements from any lot line abutting an alley will be determined by the dimensional requirements of subsections (b)(2) and (3) of this section;

2. Buildings shall be set back five feet from all other lot boundary lines unless adequate firewalls are provided and adequate access to the rear of the building is otherwise provided (e.g., alleyways) as defined by the State Fire Code and enforced by the State Fire Marshal;

3. Any attached or detached accessory building shall maintain the same yards and setbacks as the main building.
c. Building Height. The maximum building height shall be 35 feet.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30% percent of the lot area without an approved conditional use permit.

e. Building Area and Dimensions – Retail and Wholesale.

1. In that area south of Beluga Lake, identified as the Ocean Drive GC1: the total square feet of floor area of retail and wholesale business uses within a single building shall not exceed 75,000 square feet.

2. In that area east of Alder Lane, identified as the East End Road GC1: the total square feet of floor area of retail and wholesale business uses within a single building shall not exceed 75,000 square feet.

3. In that area west of Baycrest Park, identified as Scenic Gateway GC1: the total square feet of floor area of retail and wholesale business uses within a single building shall not exceed 35,000 square feet.

4. No conditional use permit, planned unit development, or variance may be granted that would allow a building to exceed the limits of subsections (e)(1), (2) and (3) of this section and no nonconforming use or structure may be expanded in any manner that would increase its nonconformance with the limits of subsections (e)(1), (2) and (3) of this section.

f. Screening. When one or more side or rear lot lines abut land within an RO, RR, or UR district or when a side or rear yard area is to be used for parking, loading, unloading or servicing, then those side and rear yard areas shall be effectively screened by a wall, fence, or other sight-obscuring screening. Such screening shall be of a height adequate to screen activity on the lot from outside view by a person of average height standing at street level.

Section 8. Homer City Code Chapter 21.26, General Commercial District 2 is amended as follows:


The following uses are permitted outright in the General Commercial 2 District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter:

a. Production, processing, assembly and packaging of fish, shellfish and seafood products;

b. Construction, assembly and storage of boats and boat equipment;

c. Manufacturing, fabrication and assembly;

d. Research and development laboratories;

e. Trade, skills or industrial schools;
f. Publishing, printing and bookbinding facilities;

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

h. Storage and distribution services and facilities, including truck terminals, warehouses and storage buildings and yards, contractors' establishments, lumberyards and sales, or similar uses;

i. Airports and air charter operations;

j. Underground bulk petroleum storage;

k. Cold storage facilities;

l. Parking lots and parking garages, in accordance with Chapter 21.55 HCC;

m. Mobile commercial structures;

n. Accessory uses to the uses permitted in the GC2 district that are clearly subordinate to the main use of the lot or building, such as wharves, docks, restaurant or cafeteria facilities for employees; or caretaker or dormitory residence if situated on a portion of the principal lot; provided, that separate permits shall not be issued for the construction of any type of accessory building prior to that of the main building;

o. Taxi operation;

p. Mobile food services;

q. Itinerant merchants, provided all activities shall be limited to uses permitted outright under this zoning district;

r. Recreational vehicle parks, provided they shall conform to the standards in Chapter 21.54 HCC;

s. Hotels and motels;

t. Dormitory;

u. As an accessory use, one small wind energy system per lot;

v. Open air business;

w. Marijuana cultivation facilities, manufacturing facilities, retail facilities, and testing facilities as defined by State law;

x. Impound yards;

y. More than one building containing a permitted principal use on a lot;
z. Indoor and outdoor recreational facilities.


The following uses may be permitted in the General Commercial 2 District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Mobile home parks;
b. Construction camps;
c. Extractive enterprises, including the mining, quarrying and crushing of gravel, sand and other earth products and batch plants for asphalt or concrete;
d. Bulk petroleum product storage above ground;
e. Planned unit developments, excluding residential uses;
f. Campgrounds;
g. Junk yard;
h. Kennels;
i. Public utility facilities and structures;
j. Pipelines and railroads;
k. Impound yards;
l. Shelter for the homeless, provided any lot used for such shelter does not abut an urban, rural or office residential zoning district;
m. More than one building containing a permitted principal use on a lot;
n. Day care facilities; provided, however, that outdoor play areas must be fenced;
o. Group care homes and assisted living homes;
p. Other uses approved pursuant to HCC 21.04.020;
q. Indoor recreational facilities;
r. Outdoor recreational facilities.

21.26.040 Dimensional requirements.
The following dimensional requirements shall apply to all structures and uses in the General Commercial 2 District:

a. Lot Size. The minimum lot size is 10,000 square feet.

b. Building Setbacks.

1. Buildings shall be set back 20 feet from all dedicated rights-of-way. Alleys are not subject to a 20-foot setback requirement. The setback requirements from any lot line abutting an alley will be determined by the dimensional requirements of subsection (b)(2) of this section.

2. Buildings shall be set back 10 feet from all other lot boundary lines.

3. Any accessory building shall maintain the same yards and setbacks as the main building.

c. Building Height.

1. The maximum building height is 35 feet, except as provided in subsection (c)(2) of this section.

2. If approved by conditional use permit, buildings up to 55 feet in height may be allowed.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area without an approved conditional use permit.

e. Building Area and Dimensions – Retail and Wholesale.

1. The total floor area of retail and wholesale business uses within a single building shall not exceed 75,000 square feet.

2. No conditional use permit, planned unit development or variance may be granted that would allow a building to exceed the limits of subsection (e)(1) of this section and no nonconforming use or structure may be expanded in any manner that would increase its nonconformance with the limits of subsection (e)(1) of this section.

Section 9. Homer City Code Chapter 21.27, East End Mixed Use District is amended as follows:

21.27.020 Permitted uses and structures.

The following uses are permitted outright in the East End Mixed Use District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter:

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

b. Drive-in car washes;
ORDINANCE 22-
CITY OF HOMER

1082 c. Building supply and equipment sales and rentals;
1084 d. Garden supplies and greenhouses;
1086 e. Boat and marine equipment sales, rentals, manufacturing, storage yard, service and repair;
1088 f. Welding and mechanical repair;
1090 g. Restaurants, including drive-in restaurants, clubs and drinking establishments;
1092 h. Religious, cultural, and fraternal assembly;
1094 i. Studios;
1096 j. Personal services;
1098 k. Agricultural activities, including general farming, truck farming, nurseries, tree farms and greenhouses;
1100 l. Private stables;
1102 m. Storage of heavy equipment, vehicles or boats;
1104 n. Plumbing, heating and appliance service shops;
1106 o. Home occupations on a lot whose principal permitted use is residential, provided they conform to the requirements of HCC 21.51.010;
1108 p. Mortuaries and crematoriums;
1110 q. Open air businesses;
1112 r. Parking lots and parking garages, in accordance with Chapter 21.55 HCC;
1114 s. Manufacturing, fabrication and assembly;
1116 t. Retail businesses;
1118 u. Trade, skilled or industrial schools;
1120 v. Wholesale businesses, including storage and distribution services incidental to the products to be sold;
1122 w. Parks and open space;
1124 x. Warehousing, commercial storage and mini-storage;
y. Recreational vehicles, subject to the standards in HCC 21.54.320(a), (b) and (c);

z. Dry cleaning, laundry, and self-service laundries;

aa. Mobile food services;

bb. As an accessory use, one small wind energy system per lot;

c. Production, processing, assembly and packaging of fish, shellfish and seafood products;

d. Research and development laboratories;

ee. Storage and distribution services and facilities, including truck terminals, warehouses and storage buildings and yards, contractors’ establishments, lumberyards and sales, or similar uses;

ff. Cold storage facilities;

gg. Mobile commercial structures;

hh. Single-family and duplex dwellings, only as an accessory use incidental to a permitted principal use; provided, that no permit shall be issued for the construction of an accessory dwelling prior to the establishment of the principal use;

ii. The repair, replacement, reconstruction or expansion of a single-family or duplex dwelling, including a mobile home, that existed lawfully before its inclusion in the GC1, GC2 or EEMU zoning districts, notwithstanding any provision of Chapter 21.61 HCC to the contrary; provided, that a mobile home may not be used to replace or expand such a dwelling;

jj. Customary accessory uses to any of the uses permitted in the EEMU district that are clearly subordinate to the main use of the lot or building, including without limitation wharves, docks, storage facilities, restaurant or cafeteria facilities for employees; or caretaker or employee dormitory residence if situated on a portion of the same lot as the principal use; provided, that no permit shall be issued for the construction of any type of accessory building prior to the establishment of the principal use;

kk. Taxi operation;

ll. Itinerant merchants, provided all activities shall be limited to uses permitted outright under this zoning district;

mm. More than one building containing a permitted principal use on a lot;

nn. The outdoor harboring or keeping of dogs, small animals and fowl as an accessory use to a residential use in a manner consistent with the requirements of all other provisions of the Homer City Code and as long as such animals are pets of the residents of the dwelling and their numbers are such as not to unreasonably annoy or disturb occupants of neighboring property;
Marijuana cultivation facilities, manufacturing facilities, retail facilities, and testing facilities as defined by State law;

**pp. Indoor and outdoor recreational facilities.**

21.27.030 Conditional uses and structures.

The following conditional uses may be permitted in the East End Mixed Use District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Construction camps;

b. Extractive enterprises, including crushing of gravel, sand and other earth products and batch plants for asphalt or concrete;

c. Auto fueling stations;

d. Bulk petroleum product storage;

e. Planned unit developments;

f. Junk yard;

g. Kennels;

h. Public utility facilities and structures;

i. Impound yards;

j. Indoor recreational facilities;

k. Outdoor recreational facilities;

l. Other uses approved pursuant to HCC 21.04.020.

21.27.040 Dimensional requirements.

The following dimensional requirements shall apply to all structures and uses in the East End Mixed Use District:

a. Lot Size.

1. The minimum area of a lot that is not served by public sewer or water shall be 40,000 square feet.

2. The minimum area of a lot that is served by either a public water supply approved by the State Department of Environmental Conservation or a public or community sewer approved by
the State Department of Environmental Conservation shall be 20,000 square feet.

3. The minimum area of a lot that is served by both a public water supply approved by the State Department of Environmental Conservation and a public or community sewer approved by the State Department of Environmental Conservation shall be 10,000 square feet.

b. Building Setbacks.

1. All buildings shall be set back 20 feet from all dedicated rights-of-way other than alleys, except that adjacent to rights-of-way that lead to Kachemak Bay and have been determined to be unsuitable for road construction by resolution of the City Council, all buildings shall be set back from the boundary of the right-of-way according to the number of stories as follows:

<table>
<thead>
<tr>
<th>Number of Stories</th>
<th>Setback (in feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>1 ½</td>
<td>6</td>
</tr>
<tr>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>2 ½</td>
<td>8</td>
</tr>
</tbody>
</table>

2. The setback requirements from any lot line abutting an alley will be determined by the dimensional requirements of subsections (b)(3) and (4) of this section;

3. Buildings shall be set back five feet from all other lot boundary lines unless adequate firewalls are provided and adequate access to the rear of the building is otherwise provided (e.g., alleyways) as defined by the State Fire Code and enforced by the State Fire Marshal;

4. Any attached or detached accessory building shall maintain the same yards and setbacks as the main building.

c. Building Height.

1. The maximum building height shall be 35 feet, except as provided in subsection (c)(2) of this section.

2. When authorized by a conditional use permit, the maximum building height for a building used solely for commercial purposes shall be 75 feet. A building for which a conditional use permit has been issued under this subsection shall not contain dwelling units.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area without an approved conditional use permit.

e. Building Area and Dimensions – Retail and Wholesale. The total floor area of retail and wholesale business uses within a single building shall not exceed 75,000 square feet. No conditional use permit, planned unit development, or variance may be granted that would allow a building to exceed the limits of this subsection, and no nonconforming use or structure may be expanded in any manner that would increase its nonconformity with the limits of this subsection.
f. Screening.

1. When one or more side or rear lot lines abut land within an RO, RR, or UR district or when a side or rear yard area is to be used for parking, loading, unloading or servicing, then those side and rear yard areas shall be effectively screened by a wall, fence, or other sight-obscuring screening. Such screening shall be of a height adequate to screen activity on the lot from outside view by a person of average height standing at street level.

2. Outside storage of materials, equipment and trash/dumpsters adjacent to East End Road and Kachemak Drive shall be screened. Screening may consist of walls, fences, landscaped berms, evergreen plantings, or any combination thereof.

Section 10. This ordinance shall take effect upon its adoption by the Homer City Council.

Section 11. This ordinance is of a permanent and general character and shall be included in the City code.

ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER, ALASKA, this _____ day of ___________ 2022.

CITY OF HOMER

_____________________________
KEN CASTNER, MAYOR

ATTEST:

______________________________
MELISSA JACOBSON, MMC, CITY CLERK

YES:
NO:
ABSTAIN:
ABSENT:

First Reading:
Public Reading:
Second Reading:
Effective Date:
Staff Report PL 22-57

TO: HOMER PLANNING COMMISSION
FROM: RICK ABBOUD, AICP, CITY PLANNER
DATE: SEPTEMBER 7, 2022
SUBJECT: ORDINANCE 22-57, SIDEWALKS

Introduction
The Commission had a long discussion of this ordinance at the last meeting to be continued to this meeting.

Analysis
The specifics from motion of the Council was to refer the ordinance to the Planning and PARCAC. Since the Commission last discussed the topic, I brought the item to the PARCAC for their considerations. I have included the PARCAC minutes from their meeting for your review. I have talked to Brad Parsons who is developing a presentation in coordination with transportation planning efforts. He will give a presentation as it is fully developed in relation to transportation planning.

I believe that it was generally agreed by the PARCAC and my contention that this discussion of sidewalks really needs to be had with a larger discussion of the best methods of provisioning for non-motorized transportation. A quick fix really does not address the many finer aspects of the best way to move pedestrians. I have pointed out the constraints with the proposed ordinance and the several items that need to be simultaneously addressed in code to make it work. These items did not delve into the specific issues related with any particular routes.

The PARCAC Commission eluded to the fact that a sidewalk may not always be the best pedestrian route. I am concerned with the possible configuration of a sidewalk on a street that may not be paved. Should we be paving all streets? I do believe that many configurations might lead to unintended consequences that are best addressed by professionals and those that have experience in the field, like our transportation professionals who are now under contract.

I do support the contention that something has to be done and as fast as reasonably possible. We do have the wheels turning and plan to address the myriad of concerns and to make policy for the thoughtful allowance for pedestrians and non-motorized transportation throughout Homer. As a certified planner, it is my duty to enlist a professional to recommend policy where I may not have adequate knowledge or experience in a specialty field, such as transportation...
planning. We have hired transportation planners and are commencing a process to get a plan and policy to address our pedestrian transportation needs. At this time, I do not have a specific recommendation for changing code. I suggest that the Commission present any concerns and comments they have for the development of facilities for pedestrians and recommend that the proposed ordinance is not approved until the proper input is gained.

**Staff Recommendation**

Review staff report and make recommendation to City Council regarding (1). The proposed ordinance and (2). Recommendations for criteria to consider when requiring the dedication and construction of sidewalks.

**Attachments**

SR 22-54 w/attachments
PARCAC minutes excerpt from meeting of 8.18.22
Excerpt from CC minutes 7.25.22
Staff Report PL 22-54

TO: HOMER PLANNING COMMISSION/PARCAC
FROM: RICK ABBOUD, AICP, CITY PLANNER
DATE: AUGUST 17, 2022
SUBJECT: ORDINANCE 22-42, SIDEWALKS

Introduction
The Planning Commission and PARAC has been asked to comment on a proposed ordinance that amends Chapter 11.04 of the Homer City Code, Street Design and Construction Standards.

While there was no memo explaining the ordinance in the City Council packet, my understanding is that this is to address new subdivisions. This is separate from the conversation of adding sidewalks to our current inventory of existing City owned rights-of-way. I have attached a copy of the memo I provided for a presentation to the City Council on City Codes and Plans. This memo provides of background of how the code and adopted City plans get us to dedicating and building sidewalks.

After hearing from Council Member Davis at the Planning Commission meeting of August 3rd, I found that his intent was to require that new streets in the Urban Residential District provide sidewalks. He also stated that it was not imperative that sidewalks be required on all roads, using that example that a cul-de-sac might be excluded.

I have found some structural issues with the ordinance and have an analysis of the proposal.

We find ourselves in Chapter 11, outside of the Commissions familiarity. To familiarize ourselves with the chapter we should have a review of intent, applicability, and definitions of the terms that are being used:

11.04.010 Intent
The intent of this chapter is to:
  a. Promote the safety, convenience, comfort, and common welfare of the public by providing for minimum standards to regulate design and construction of public streets, roads, and highways within the City.
  b. Minimize public liability for publicly and privately developed improvements by ensuring that roads and streets will be built to City standards. [Ord. 87-6(S) § 1, 1987].

11.04.020 Applicability.
The requirements of this chapter shall govern the construction or reconstruction of roads and streets within the City of Homer. [Ord. 87-6(S) § 1, 1987].

11.04.030 Definitions.
“Street” is a general term denoting a public way or track, or any length thereof, in urban settings, used for purposes of vehicular travel.
“Public access corridor” means an easement or right-of-way providing public access through a lot, subdivision or development.

The proposed ordinance states that:

11.04.120 Sidewalks and non-motorized transportation corridors.

a. New streets to be accepted by the City and identified which serve as public access corridors in the adopted Homer Non-Motorized Transportation and Trail Plan shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.

b. New streets to be accepted by the City and not identified as public access which do not serve as corridors in the Non-Motorized Transportation and Trail Plan may, at the developer’s option, have sidewalks, bicycle paths or other non-motorized transportation facilities.

c. Sidewalks, bicycle paths and other non-motorized transportation facilities shall be designed in accordance with the design criteria of the City of Homer Design Criteria Manual.

Analysis
While I am supportive of the issue of providing more sidewalks in newly platted subdivisions, I believe that this ordinance presents structural challenges.

1. This amendment is found in the Chapter of code that addresses street design. Sidewalks have to first be considered as part of the platting process. Proper space must be dedicated in response to local conditions. A standard street must have a dedication of at least 60 feet in width, which may or may not support all the road, drainage, non-motorized transportation, sidewalks, or other amenities that may be appropriate.

2. As the ordinance is written, it applies to every easement or right-of-way in any district that provides public access. This would imply that any street accepted [the city accepts improvements as part of a development agreement to provide built or bonded infrastructure improvements, such as roads, utilities, drainage features, and etc. to be completed prior to the recording of final plat] by the city shall have sidewalks. I do not
believe that it is appropriate for every street to have a sidewalk. We may want to consider the utility of a sidewalk in consideration of such things as location, street classification, and proximity public and private facilities.

3. Streets which do not serve as corridors is undefined and not designated anywhere once the Non Motorized Trail and Transportation Plan element is removed.

Prior to requiring construction a proper dedication must be made. Title 22 deals with dedications and is where we have requirements for subdivision, this is where we can require easements and dedications. The use of the term ‘public access corridors’ is problematic in a semantic sense, as I have not found reference to the term in the Non Motorized Trail and Transportation Plan and it does not fit into the definition in code mentioned above. We have to imply that any route identified in the plan is a public access corridor.

**22.10.051 Easements and rights-of-way.**

a. The subdivider shall dedicate in each lot of a new subdivision a 15-foot-wide utility easement immediately adjacent to the entire length of the boundary between the lot and each existing or proposed street right-of-way.

b. The subdivider shall dedicate in each lot of a new subdivision any water and/or sewer easements that are needed for future water and sewer mains shown on the official Water/Sewer Master Plan approved by the Council.

c. The subdivider shall dedicate easements or rights-of-way for sidewalks, bicycle paths or other non-motorized transportation facilities in areas identified as public access corridors in the Homer Non-Motorized Transportation and Trail Plan, other plans adopted by the City Council, or as required by the Kenai Peninsula Borough Code.

d. The City Council may accept the dedication of easements or rights-of-way for non-motorized transportation facilities that are not required by subsection (c) of this section, if the City Council determines that accepting the dedication would be consistent with the adopted plans of the City.

Next, I would like to address the scope of the intent of applying the ordinance to the Urban Residential District. Below is a zoning map (with the new rezone not depicted). I would point out that possibility of subdivisions that might dedicate a right-of-way is basically limited to one lot next to the northwest corner of the high school (and so far there is no hint of this happening in the near future). All other larger parcels are already in the process of subdivision or represent school or DNR lands.
Solutions
This leads us to considerations for the recommendation of where sidewalks should be required to be provided as part of a new subdivision. I have a few concepts that I would like to forward that would be best addressed by transportation experts and legal, such as the firm that we are hiring to update our transportation plan.

Our plan and code already mention, new streets... shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly. I believe that we have the right to request any sidewalk which would perform in these areas and we should process this into our requirements for development agreements for subdivision. I am not prepared to addresses this portion of code individually without having a provision to require the proper dedications to support such facilities in the platting process (title 22), where one would need to have a plat approved prior to construction of the development agreement (basically title 11 and Design Criteria Manual).

While there are not significant opportunities to design subdivisions in the Urban Residential District, we shouldn’t keep the scope of our sidewalk requests confined to the Urban Residential District. The concept forwarded above should apply to all districts where such facilities may be found. Additionally, we should look at the connectivity that a sidewalk might provide. Routes that lead to arterials, especially those on collector or collector type roads or other routes that have sidewalks leading to public and private facilities could go a long way to improve walkability.
Homer, being a small town, does not easily translate to the commonly accepted systems of road classification. Our traffic counts and physical designs mostly do not meet common standards for arterials, collectors, and such. This means that we need to consult with traffic engineers to craft a functional classification system that meets our needs. We just committed $180,000 to an engineering firm to work on creating a new transportation plan. It would be a disservice for someone not trained in the discipline to try to create some hurried classification system prior to their work.

A properly considered road classification needs to be developed for proposed roads and standards associated with the functions tied to them. Even definitions found in title 11 rely upon designation in the Master Roads and Streets Plan for sorting out the classifications (HCC 11.04.030, “Arterial” & “Collector”). Once our classification system is revised it can be applied citywide to attain our desired sidewalk and non-motorized transportation elements when platting and constructing.

Another consideration for the development of sidewalks is the distribution of costs. Our code currently eludes to a cost share with the city for improvements in the rights-of-way beyond that of a minimum standard in place where a sidewalk or higher function road may be designated in adopted plans (HCC 11.04.050(c)). This introduces another possible conflict in code where the minimum road design standard is the requirement. Perhaps there are some places where some sort of cost share may be appropriate or is it to be cost born exclusively by a developer?

Due to the technical issues associated with the application of the proposed ordinance, I cannot recommend adoption or provide a revision that would accomplish the wishes of the sponsor of the ordinance without considerable input from other experts. My recommendation would be to consult with our contractors and City Attorney to identify our best path forward to not introduce conflicts in code. This would best address issues related to the nature of the wide array of moving parts necessary to thoughtfully address the complex array of codes, plans, and coordination necessary for adoption and implementation.

**Staff Recommendation**
Review staff report and make recommendation to City Council regarding (1). The proposed ordinance and (2). Recommendations for criteria to consider when requiring the dedication and construction of sidewalks.

**Attachments**
Memo, Trails & Sidewalks in Code and Plans
Proposed Ordinance 22-42
Memorandum

TO: Homer Planning Commission
FROM: Rick Abboud, AICP, City Planner
DATE: August 8, 2022
SUBJECT: Trails & Sidewalks in Code and Plans

Introduction

There has been a great deal of interest in non-motorized transportation from the City Council, Committees, Commissions, and citizen lead groups. I am putting together some information on the state of business regarding the issue so that all may have a similar understanding to use as a basis for addressing the subject in a productive unified method. I consider this a more detailed discussion of my Comprehensive Plan item on the agenda. We get to the plans dealing with non-motorized transportation that compose the Homer Comprehensive Plan through code cited below. Newly proposed streets are subject to the criteria.

HCC 22.10 Subdivision Improvements

- Intent of code is to supplement the Kenai Peninsula Borough subdivision ordinance
- Requires rights-of-way to be built to standards of Design Criterial Manual, HCC 22.10.050
- Requires utility easements and other easements such as, sidewalks, bike paths, and other non-motorized transportation facilities as identified in the Non-Motorized Transportation and Trail Plan. Other non-required easements (such as trails and path not identified on the plan) may be accepted by the City Council, HCC 22.10.051.
- Utilities to be underground, HCC 22.10.055

Title 11 Streets, Sidewalks and Driveway Construction

- This Chapter deals with construction
- Adopts classification system of the Master Roads and Street Plan map and building standards associated with the classification, HCC 11.04.050.
- Requires streets to be built to minimum requirements of the plan, “however, that the City may, upon direction of the City Council, elect to require construction to the full standards and pay to the developer the cost difference between the required street and the proposed street.” (HCC 11.04.050(c))
- “The City Council shall be empowered to designate additional routes as arterials and collectors beyond those adopted on the Master Plan map.” (HCC 11.04.050(d))

Technical specs and references for construction and reconstruction including:

- **HCC 11.04.120 Sidewalks and non-motorized transportation corridors.**
  
  a. New streets to be accepted by the City and identified as public access corridors in the adopted Homer Non-Motorized Transportation and Trail Plan shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.
  
  b. New streets to be accepted by the City and not identified as public access corridors in the Non-Motorized Transportation and Trail Plan may, at the developer’s option, have sidewalks, bicycle paths or other non-motorized transportation facilities.
  
  c. Sidewalks, bicycle paths and other non-motorized transportation facilities shall be designed in accordance with the design criteria of the City of Homer Design Criteria Manual.

**Design Criteria Manual for Streets and Storm Drainage, April 1985 Revised February, 1987**

- The document is the technical design criteria and includes specifications for construction of Sidewalks (Article 5.11) and Bikeways (Article 5.12). This is basically approved technical specifications including materials and dimensions.

**Master Roads & Streets Plan, 1986**

- The document was created by contractors working with an appointed Road Standards Committee. It includes an inventory, classification, status and recommendations of all roads (in 1986). It documented the many issues associated with the local physical conditions and the built environment. Not surprisingly, we are still addressing many today. It proposed revision to the classification system and corrective actions to take on existing streets (including constructing a sidewalk on Main Street north of Pioneer Avenue!).
  
  - Obviously this document could use an update, but also a review for lessons learned.

**Non-Motorized Transportation and Trail Plan, 2004 (NMTTP)**

- This plan was created with a grant and was created with a contractor driven public engagement process.
  
  - With an exclusive focus on non-motorized transportation an inventory of all existing features were documented along with mapped recommendations for future paths including sidewalks, trails and bike paths.
  
  - Included are strategies for forwarding policies including recommended actions and funding opportunities.

So how do we get more non-motorized facilities??

Right now:

- Support our Public Works Director’s plan to utilize HART funds for projects currently identified.
• Continue to lobby the state for federal funds, especially for those associated with state roads and other projects that qualify for funding.

• Find champion to future investigate funding opportunities identified in the NMTTP.

For future infrastructure:

• Update plans and codes for non-motorized requirements for future subdivision, including consideration of cost share options for routes with the greatest community benefits.

• Update Special Assessment District (SAD) policy to better encourage participation in local district for sidewalks.

How do our plans help us?

• The plans really set the stage for funding opportunities, especially through government entities.

• They could also help address future ‘growing pains’ by identifying infrastructure requirements.
AN ORDINANCE OF THE CITY OF HOMER ALASKA AMENDING HCC.04.120 TO CLARIFY THAT ALL NEW STREETS WHICH SERVE AS PUBLIC ACCESS CORRIDORS SHALL HAVE SIDEWALKS.

WHEREAS, The Homer Non-Motorized Trails and Transportation Plan states that “All new road construction projects will include facilities designed for non-motorized transportation,” which “may include sidewalks, safe crossings, separated/shared pathways, wide outside lanes, paved shoulders and striped, signed bikeways,”; and

WHEREAS, The City of Homer has not been consistently requiring pedestrian access when new streets are being approved, in part because city code as currently formulated does not clearly require sidewalks, but rather only easements for sidewalks, and even then only on certain streets specified in a long-outdated map; and

WHEREAS, Numerous new roads have been built in town in the past several years that lack any pedestrian access.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. HCC 11.04.120 Street construction, design and dedication requirements – General, is hereby amended to read as follows:

11.04.120 Sidewalks and non-motorized transportation corridors.

a. New streets to be accepted by the City and identified which serve as public access corridors in the adopted Homer Non-Motorized Transportation and Trail Plan shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.

b. New streets to be accepted by the City and not identified as public access which do not serve as corridors in the Non-Motorized Transportation and Trail Plan may, at the developer’s option, have sidewalks, bicycle paths or other non-motorized transportation facilities.

c. Sidewalks, bicycle paths and other non-motorized transportation facilities shall be designed in accordance with the design criteria of the City of Homer Design Criteria Manual.
Section 2. This ordinance is of a permanent and general character and shall be included in the City Code.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ___ day of _______, 2022.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

YES:
NO:
ABSTAIN:
ABSENT:
First Reading:
Public Reading:
Second Reading:
Effective Date:
Session 22-06, a Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order by Chair Dave Lewis at 5:30 p.m. on August 18, 2022 from the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

PRESENT: COMMISSIONERS FAIR, LOWNEY, HARRALD, ARCHIBALD, GALBRAITH, LEWIS

ABSENT: STUDENT COMMISSIONER FLORA AND COMMISSIONER ROEDL (EXCUSED)

STAFF: DEPUTY CITY CLERK KRAUSE
PUBLIC WORKS DIRECTOR KEISER
SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR CARROLL
CITY PLANNER ABBoud

AGENDA APPROVAL

ARCHIBALD/LOWNEY - MOVED TO APPROVE THE AGENDA AS PRESENTED.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

Jeanne Parker, city resident, encouraged and advocated for the Commission to delay their decision on the CIP as the Homer Drawdown Group is reviewing the information recently received but if that was not possible, recommended the Commission consider these important projects Bike Lanes on East Hill and West Hill Roads, continuation of the sidewalk down Main Street from Pioneer Avenue to Old Town; Reconstruction of Kachemak Drive and Ocean Drive need attention, Svedlund which is not on the list and closing off traffic on Pioneer Avenue during certain times of the day to create a town center/square idea that has been worked on for a long time. She then commented on the plans Rick Abboud has put through and should be worked more with the public before decisions are made and the idea of Project Zero which is a project that intends to reduce or eliminate traffic accidents or fatalities with non-motorized transportation.

D. Memorandum from City Planner re: Ordinance 22-42, Sidewalks

Chari Lewis introduced the item and thanking City Planner Abboud for his patience invited him to speak to the Commission.

City Planner Abboud commented on the memorandum in the packet and his review of Ordinance 22-42. He noted the following points for consideration:
- There is only one parcel that this may apply
- Transportation Plan Update
- Requires additional work
- Brad Parsons will be attending the next worksession regarding Non-motorized Transportation options
- removing conflicts in city code
- Criteria needed for requiring sidewalks and where they are required
- Does not apply to existing agreements

City Planner Abboud facilitated comments and questions from the Commission regarding:
- Review is written through a vehicular viewpoint when transportation covers all forms of transportation and should include animal as well as pedestrian, cyclists, etc.
- Not all roads need sidewalks as currently all main through streets have sidewalks which may not be the safest place to through pedestrians
- No access from a cul-de-sac to these non-motorized corridors, navigable green spaces

Commissioner Harrald noted the time and if they were to continue the Commission would need to extend the meeting time.

Chair Lewis requested a motion and second.

HARRALD/LOWNEY MOVED TO EXTEND THE MEETING TIME BY TWENTY MINUTES.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

City Planner Abboud continued his facilitation of the discussion and responding to Commission questions on the following points:
- Walkability
- Prioritization
- Limitation on City actions outside city limits and that is where it needs to be addressed
- Existing subdivisions development
- Addressing the density in Rural Residential zoning and rezone issues in Urban Residential zoning
- Results of the kickoff meeting with the transportation planner
  - Public input on the level of service such as walkability
  - Ability to make changes in the update
  - Borough is constrained on the regulations and policies established by the City
- Pedestrian Access does not need to focus solely on sidewalks
- Previous developers stated that they will include green space and walkability but then no access or green space was provided
  - No enforcement or lack of enforcement
  - Incentives to developers including these features
- Review of remaining land that could be subdivided or include access and green space for walkability

Chair Lewis requested a motion and second.
Commissioners express some uncertainty on what recommendations they were expected to provide or action that they were to take on the ordinance.

City Planner Abboud provided clarification in response to numerous questions from the Commission on what action is being requested from the Commission.

Public Works Director Keiser stated that it is clear by the ordinance and amendments offered by City Council are well meaning but would not be effective and possibly unenforceable. They are also slightly premature since the City is just starting review and update of the transportation planning which will address many of these issues. She suggested the Commission consider a recommendation to Council that the Commission fully supports the idea behind the ordinance it is not timely. Additional work, research and drafting is required before the Commission can make sensible recommendation.

City Planner Abboud concurred with Public Works Director Keiser’s suggestion.

HARRALD/LOWNEY MOVED THAT THE COMMISSION FULLY SUPPORTS THE IDEA BEHIND THE ORDINANCE BUT IT IS NOT TIMELY AS ADDITIONAL WORK AND RESEARCH IS REQUIRED BEFORE THE COMMISSION CAN MAKE A SENSIBLE RECOMMENDATION TO COUNCIL.

Discussion ensued on including stronger language to include a time period or date as requested by Councilmember Erickson and clarification when the ordinance was scheduled to be before the Council with the Commission’s recommendations.

HARRALD MOVED TO AMEND THE MOTION TO POSTPONE THIS ITEM TO THE NEXT MEETING UNTIL MORE INFORMATION CAN BE PROVIDED.

Amendment died for lack of a second.

LOWNEY MOVED TO AMEND THE MOTION TO AFTER THE TRAILS SYMPOSIUM ON OCTOBER 1ST.

Amendment died for lack of a second.

Commissioner Harrald stated that she could pull her motion that is on the floor.

Chair Lewis requested clarification on the motions on the floor if any.

Deputy City Clerk Krause stated that no second was offered on the two proposed amendments. The main motion is on the floor but Commissioner Harrald has offered to pull her motion. It could be voted down since it was seconded.

City Planner Abboud reported that this ordinance was going before the Planning Commission at their September 7th meeting and Brad Parsons has been invited to the worksession to speak to the Commission on transportation planning and that at this time he did not have a definitive recommendation for Council.
ARCHIBALD/ MOVED TO FORWARD A RECOMMENDATION TO COUNCIL THAT THE COMMISSION HAS RESERVATIONS ON THE LANGUAGE IN ORDINANCE 22-42 AS IT ONLY ADDRESSES SIDEWALKS NOT WALKABILITY AND THE COMMISSION IS REQUESTING ADDITIONAL TIME IN LIGHT OF ALL THE PLANS BEING DEVELOPED.

Commissioner Archibald pulled his amendment from the floor for consideration upon hearing comments by Public Works Director Keiser and Commissioner Lowney on preference for waiting until after the Trails Symposium for any action on non-motorized transportation.

LOWNEY/ARCHIBALD MOVED TO REQUEST CITY COUNCIL EXTEND THE TIME TO ALLOW THE COMMISSION TO PROVIDE A RECOMMENDATION UNTIL AFTER THE SCHEDULED TRAILS SYMPOSIUM HAS BEEN CONDUCTED SO THE COMMISSION HAS MORE INFORMATION AVAILABLE TO PROVIDE QUALITY RECOMMENDATIONS.

There was a brief discussion on including a statement of support for more walkability. She did not want to provide the impression that the Commission did not want sidewalks.

Chair Lewis requested an amendment to the motion on the floor. No motion to amend was offered.

There was a brief discussion on Council receiving a copy of the minutes and they will be aware of the Commissions opinions on sidewalks.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

City Planner Abboud provided input on how the PARC Commission should interact with the Planning Commission. He responded to Commissioner Archibald that the Planning Commission will address in city code how to respond to this subject.
ORDINANCE(S)


DAVIS/ERICKSON MOVED TO INTRODUCE ORDINANCE 22-42 BY READING OF TITLE ONLY.

Council Member Davis shared regarding discussions of works in progress by administration related a broader approach being taken related to sidewalks in subdivisions, and that it's a longer process. In reviewing the ordinance on the books, it doesn't require sidewalks, only easements for them. Council adopted a work plan on non-motorized transportation and trails. This simple amendment to the ordinance would ensure that over the next few years while we're working on re-writes of these plans, that we don't get new neighborhoods approved with streets that lead somewhere that don’t have sidewalks.

Council Member Erickson added her appreciation for the work being done to fix the things we don’t have. But if we want to move forward we need to have a date that says from here on out, this is going to happen while we’re working on getting our plans up to date.

There was support to have feedback from the Planning Commission, Parks Art Recreation and Culture Advisory Commission (PARCAC) and Public Works.

VENUTI/ADERHOLD MOVED THAT THIS ORDINANCE BE REFERRED TO THE PLANNING COMMISSION, PARCAC, AND PUBLIC WORKS.

In response to question about timing to bring it back to Council, City Planner Abboud shared that it’s challenging because there are structural issues with this related to existing definitions and the updated transportation plan will lay the ground work for analyzing all the roads, making smart decisions, and getting options that can be implemented. There are other necessary code updates to address this that have to be based on the transportation plan, which is required by the State to be part of our Comprehensive Plan. Passing what's propose tonight would require that everyone have a sidewalk on an easement through a lot.

Discussion continued regarding points raised by the City Planner, and Mayor Castner redirected them back to the motion on the floor to refer the matter.
ADERHOLD/LORD MOVED TO AMEND THE MOTION TO INCLUDE HAVING THIS BACK TO COUNCIL AT THEIR SECOND MEETING IN SEPTEMBER.

There was no further discussion.

VOTE (amendment): NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VOTE (motion to refer): NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.
Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: August 18, 2022
SUBJECT: City Manager’s Report for August 22, 2022 Council Meeting

Main Street Sidewalk Construction & Ben Walters Sidewalk Planning
The Main Street Sidewalk project has resumed. East Road Services received their storm drain materials and has been installing them. We have also replaced two obsolete fire hydrants.

On a related note, the Ben Walters Way Sidewalk is at 35% design. The current cost estimate is $1.5M which is in line with what has been forecast in the Road Financial Plan for the project.

Visit from AKDOT&PF Commissioner
Alaska Department of Transportation and Public Facilities Commissioner Ryan Anderson and Communications Director Shannon McCarthy visited with Harbormaster Bryan Hawkins, Deputy Harbormaster Matt Clarke, Special Projects Coordinator Jenny Carroll, and I at the Harbormaster’s office on August 17th. We discussed topics ranging from the port expansion and beach renourishment along the spit to winter snow plowing operations and employee recruitment/retention. We are very appreciative of the Commissioner making the time to visit Homer in person and discuss our transportation needs and ideas for partnerships in the future.

Master Transportation Plan
City staff and Kinney Engineering held a Kick-off Meeting to review the Scope of Work for the Master Transportation Plan which was funded earlier this month by Ordinance 22-38. One of the things we will be doing is working with the community to identify goals and objectives. We will be debating questions like – What Levels of Service do we want for Homer’s roads? We told Kinney that rather than seeking Levels of Service that focus on moving cars as quickly as possible from Point A to Point B, we’ve heard the community is envisioning a more “People First” approach.

Kinney will also be memorializing the importance of State-owned roads to the City’s transportation system and helping us work through a critical dichotomy; that is, we want to control our vision, but we don’t own the most important roads that affect that vision and it’s challenging to control, or even influence, what you don’t own. We held a brief discussion on this item with the AKDOT&PF Commissioner while he was in Homer and he provided a member of his staff as a point of contact for this work when we are ready to engage the state.

Visit with NOAA Administrator
Richard Spinrad, Ph.D., the Under Secretary of Commerce for Oceans and Atmosphere & NOAA Administrator, and members of his staff, visited Homer Wednesday, August 17. Dr. Spinrad is responsible for the strategic direction and oversight of the agency. His visit to Homer was part of a 10-day trip in Alaska to gain an understanding of local needs and concerns regarding NOAA services, meet local NOAA staff, discuss the changing climate and how NOAA can help foster sustainable development in the coastal marine economy. Special Projects Coordinator Jenny Carroll had the opportunity to attend a meet and greet with Dr. Spinrad where they discussed topics ranging from community and economic development as it relates to water resources, local initiatives to address climate change, erosion and clean water, including the Green Infrastructure Slope Stability/Erosion Mitigation project, and NOAA’s tsunami warning system and communications. Other stops on NOAA’s itinerary include Anchorage, Juneau, Kenai, Nome and Fairbanks.

Alaska Municipal League Summer Conference
I attended the Alaska Municipal League (AML) summer conference in Sitka. August 10th was a full day meeting of the Alaska Municipal Management Association (AMMA). After dispensing with our business meeting (I’m an AMMA board member), we spent the rest of the day focused on employee recruitment and retention. All throughout the state, cities and boroughs are struggling to find and retain quality employees. Similar to Homer, housing is a major barrier. Most attendees were also struggling to offer competitive wages for most positions. We’ll be digging more into employee issues at our December meeting in Anchorage. August 11th and 12th were focused on statewide topics and discussion led by AML.

Quarterly Finance Report
Attached to this report is a report covering the 4th quarter of FY22. Sales tax revenue is artificially low in the report because at the time it was written, we still had not completely received 4th quarter sales tax data from the Kenai Peninsula Borough. I expect that we will have that information available for the next Council meeting.

Enclosures:
1. FY22 Q4 Report from Finance Director
Memorandum

TO: Mayor Castner and Homer City Council
THROUGH: Rob Dumouchel, City Manager
FROM: Elizabeth Walton, Finance Director
DATE: August 18, 2022

SUBJECT: FY2022 4th Quarter Financials

This memo is broken into two sections. The first section provides some analysis of the fourth quarter data from the perspective of the Finance Department. The second section provides some background information that may be helpful in interpreting the associated spreadsheet.

Remember that these financial reports are preliminary and are subject to change.

**General Fund:**

Preliminary estimates show the General Fund experiencing roughly a $336k operating surplus at the close of FY22. This number is expected to increase when final sales tax figures are received.

Financial Analysis:

- Sales tax revenue was originally budgeted at $5.8 million, amended to $8.3 million and actual revenue received fiscally to date is $7.3 million. Remote sales tax revenue was budgeted at $207,225 and actual revenue received fiscally to date is $308,693. **Remember, we are awaiting final sales tax figures for the 4th quarter and will have more revenue to record once that information is received from the borough.**
- The use of money (investment) category shows revenue/losses for long-term investments. There are periods in which we experience losses, but in the end (maturity) the City will likely experience net gains on our investment decisions.
- Operating transfers are slighter under budget, as the full budgeted amount for HART-Roads wasn’t transferred due to actual road maintenance costs coming in under budget. The transfer amount now matches the actual costs less the mandatory $500,000 required deposit into HART-Roads.
- Most General Fund expenditure categories managed to keep within budget parameters. Looking at historical trends, the collective expenditure is in line with historical spending.
- Two key areas to highlight:
Clerks. It is important to remember that this category also includes the Mayor/Council operating expenses. The main driver with this overage is legal expenses. These expenses were budgeted at $275,000 for FY22 and preliminary actuals are $402,087.

Non-departmental. The $25,000 overage is attributed to the funding of a portion of the Homer Business Advisor of the Alaska Small Business Development Center (ORD 21-68).

**Water and Sewer Fund:**

Preliminary estimates show the Water and Sewer Fund experiencing just under a $235k operating surplus after the close of FY22.

Financial Analysis:

- Utility total revenues are exceeding budget expectations and consistent with historical trends. Historically, water revenues are down slightly and sewer revenues are above trends. This can be attributed to changes in water and sewer rates over the years.
- Utility preliminary expenditures are in line with budget expectations. The collective expenditures are down from the same time interval in 2020, but some of this can be attributed to the difficulty in acquiring items.
- One key area to highlight is the Water Distribution System – The main cause of this overage is associated with electricity expenses. The budget was $40,382 and the preliminary actuals are roughly $216k.

**Port and Harbor Fund:**

Preliminary estimates show the Port and Harbor Fund experiencing just over a $625k operating surplus at the close of FY22.

Financial Analysis:

- Seasonality is a huge factor in the harbor operations and the timing of receiving its revenues. The largest single component of revenue for the harbor is stall revenues and it is collected in the first half of the fiscal year. The Harbor budgeted roughly $1.54 million in reserved stall revenue and actual revenue received fiscally to date is $1.55 million. There is a year-end accounting entry to adjust for period reporting, so this value is subject to change.
- The majority of harbor expenditure categories managed to stay within budget appropriations by the close of FY22.
Background Information:

The purpose of these reports is to provide a budget versus actual comparison for City Council and at the same time illustrating the operating revenues and expenditures each fund has experienced within a given time period.

Therefore, it is important to remember that these reports are not all inclusive and do not represent all financial activity of the City. The focus is to report on those revenues and expenditures that present themselves as operating and are included in our budget.

An update to this report this fiscal year is the inclusion of a historical fiscal analysis. The purpose of this section is to provide City Council and the public comparative data for the same date range. As time goes on, this data will allow for better trend analysis and benchmarking.

General Fund:

Revenue Breakdown:

- Property tax is collected and administered by the Kenai Peninsula Borough and remitted to the City. The majority of these payments are remitted in September, October and November. Taxpayers can either split tax installments in two (first half due on September 15 and second half due on November 15) or can pay taxes in full on October 15.
- Sales tax is collected and administered by the Kenai Peninsula Borough (KPB) and then remitted to the City. KPB remits sales tax revenue to the City on a monthly basis, but there is a two month “lag” in the revenue received. This means that the revenue that is received by the City in one month is not a reflection on sales tax actually earned in that particular month.
- Use of money represents the interest income earned (lost) on investments held.
- Intergovernmental revenues include: Prisoner Care Contract with the State of Alaska for $440,066; Pioneer Avenue Maintenance Contract with the State of Alaska for $34,000; Police Special Services Contract with the State of Alaska for $36,000; and the Borough 911 Contract with the Kenai Peninsula Borough for $52,800.
- Charges for services include revenues received from the charges the City charges for some services it provides (i.e. application fees, ambulance fees, camping fees).
- Other revenues received for this time period is primarily from ACS for $75,000 (reference ORD 21-42).
- Airport revenues represent those revenues collected through business at the Homer airport (leases, car rental, concessions, and parking fees).
- Operating transfers represent the admin fees charged to Water, Sewer and Port funds. The budget transfer from HART-Roads and HART-Trails to contribute to road and trail maintenance is also under this category. The $10,000 transfer is representative of the amount the Utility Fund transfers to the General Fund to contribute to Public Works maintenance costs connected with Utility facilities and equipment.

Water and Sewer Fund:

Revenue Breakdown:
• Revenues received into the water fund include: metered sales, connection fees, investment income, penalties, and hydrant transfer from the General Fund.
• Revenues received into the sewer fund include: metered sales, inspection fees and dump station fees.

Expenditure Highlights:

• General Fund Admin Fees were waived for the Utility Fund in FY22 and FY23, per the amended FY22/23 Operating Budget (ORD 22-20).
• Other transfers include: transfer to health insurance fund (balancing mechanism), transfers to revolving energy fund, hydrant transfer to the water fund and $10,000 transfer to General Fund for Public Works maintenance.

**Port and Harbor Fund:**

Revenue Breakdown:

• Administration revenues include: rents and leases, storage fees, investment income and any surplus revenues.
• Harbor revenues primarily represent stall revenues, but it also includes income received from energy charges, parking revenue and commercial ramp wharfage.
• Pioneer dock revenues include: Coast Guard leases, fuel wharfage, water sales and docking fees.
• Fish dock revenues include: ice sales, cold storage, crane rental, seafood wharfage and fish tax.
• Deep water dock revenues primarily represent docking and water sales at the deep water dock.

Expenditure Highlights:

• General Fund Admin Fees were waived for the Port Fund in FY22 and FY23, per the amended FY22/23 Operating Budget (ORD 22-20).
• Debt Service transfer represents the Lot 42 loan with the General Fund. The Port has budgeted to pay this loan off by the end of FY23.
• Load and Launch Ramp revenues in excess are accounted for separately from the larger harbor reserves.

**Treasurer’s Report:**

The treasurer’s report illustrates the investment positions of the City of Homer. It details the total amount held in our bank accounts and the timeline of maturity.
Quarterly General Fund Expenditure Report
Thru Quarter Ended June 30, 2022

<table>
<thead>
<tr>
<th>Current Fiscal Analysis</th>
<th>Historical Fiscal Analysis</th>
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<tbody>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
</tr>
<tr>
<td>Sales and Use Taxes*</td>
<td>$8,548,113</td>
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<td>Permits and Licenses</td>
<td>46,595</td>
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<tr>
<td>Fines and Forfeitures</td>
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<td>Other Revenues</td>
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<td>Operating Transfers</td>
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<td><strong>Total Revenues</strong></td>
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<td><strong>Expenditures &amp; Transfers</strong></td>
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<tr>
<td>Administration</td>
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<td>Clerks</td>
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<td>Planning</td>
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<td>Non-Departmental</td>
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<td><strong>Total Operating Expenditures</strong></td>
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<td>Transfer to Other Funds</td>
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<td><strong>Total Expenditures &amp; Transfers</strong></td>
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<tr>
<td>Net Revenues Over (Under) Expenditures</td>
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</table>

*This is subject to change as we are awaiting final sales tax figures for the 4th quarter from the borough.

These numbers are preliminary and are subject to our annual audit.
Quarterly Water and Sewer Fund
Expenditure Report
Thru Quarter Ended June 30, 2022

Revenues

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<tr>
<th></th>
<th>Amended FY22 Budget</th>
<th>Actual FY22 YTD</th>
<th>% Remaining</th>
<th>Actual July 2018 - June 2019</th>
<th>Actual July 2019 - June 2020</th>
<th>Actual July 2020 - June 2021</th>
<th>Actual July 2021 - June 2022</th>
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<tbody>
<tr>
<td>Water Fund</td>
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<td>(31,757) -2%</td>
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Expenditures & Transfers

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<tr>
<th></th>
<th>Amended FY22 Budget</th>
<th>Actual FY22 YTD</th>
<th>% Remaining</th>
<th>Actual July 2018 - June 2019</th>
<th>Actual July 2019 - June 2020</th>
<th>Actual July 2020 - June 2021</th>
<th>Actual July 2021 - June 2022</th>
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<tr>
<td><strong>Water</strong></td>
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<tr>
<td>Treatment Plant</td>
<td>616,638</td>
<td>540,669</td>
<td>75,969 12%</td>
<td>562,810</td>
<td>580,862</td>
<td>618,900</td>
<td>540,669</td>
</tr>
<tr>
<td>System Testing</td>
<td>28,608</td>
<td>33,152</td>
<td>(4,544) -16%</td>
<td>44,278</td>
<td>23,843</td>
<td>30,361</td>
<td>35,152</td>
</tr>
<tr>
<td>Pump Stations</td>
<td>93,119</td>
<td>91,365</td>
<td>1,753 2%</td>
<td>100,526</td>
<td>81,088</td>
<td>91,365</td>
<td>100,526</td>
</tr>
<tr>
<td>Distribution System</td>
<td>348,073</td>
<td>463,852</td>
<td>(115,780) -33%</td>
<td>313,363</td>
<td>332,513</td>
<td>396,757</td>
<td>463,852</td>
</tr>
<tr>
<td>Reservoir</td>
<td>17,326</td>
<td>13,272</td>
<td>4,054 32%</td>
<td>29,583</td>
<td>22,907</td>
<td>13,002</td>
<td>13,272</td>
</tr>
<tr>
<td>Meters</td>
<td>181,863</td>
<td>97,100</td>
<td>84,763 47%</td>
<td>150,071</td>
<td>171,481</td>
<td>150,509</td>
<td>97,100</td>
</tr>
<tr>
<td>Hydrants</td>
<td>203,479</td>
<td>173,604</td>
<td>29,875 15%</td>
<td>184,073</td>
<td>206,058</td>
<td>173,604</td>
<td></td>
</tr>
<tr>
<td><strong>Sewer</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administration</td>
<td>$191,623</td>
<td>$190,922</td>
<td>702 0%</td>
<td>$154,812</td>
<td>$173,910</td>
<td>$183,661</td>
<td>$190,922</td>
</tr>
<tr>
<td>Plant Operations</td>
<td>701,815</td>
<td>612,641</td>
<td>89,174 13%</td>
<td>662,341</td>
<td>673,868</td>
<td>760,302</td>
<td>612,641</td>
</tr>
<tr>
<td>System Testing</td>
<td>15,160</td>
<td>10,330</td>
<td>4,830 32%</td>
<td>36,682</td>
<td>14,448</td>
<td>12,406</td>
<td>10,330</td>
</tr>
<tr>
<td>Lift Stations</td>
<td>210,079</td>
<td>227,855</td>
<td>(17,776) -8%</td>
<td>170,984</td>
<td>201,218</td>
<td>217,180</td>
<td>227,855</td>
</tr>
<tr>
<td>Collection System</td>
<td>326,795</td>
<td>237,302</td>
<td>89,493 27%</td>
<td>271,880</td>
<td>237,618</td>
<td>298,303</td>
<td>237,302</td>
</tr>
<tr>
<td><strong>Total Operating Expenditures</strong></td>
<td><strong>$3,136,603</strong></td>
<td><strong>$2,913,324</strong></td>
<td><strong>223,360 7%</strong></td>
<td><strong>$2,857,753</strong></td>
<td><strong>$2,904,804</strong></td>
<td><strong>$3,198,338</strong></td>
<td><strong>$2,913,242</strong></td>
</tr>
<tr>
<td>Transfer to Other Funds</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leave Cash Out</td>
<td>$72,026</td>
<td>$72,026</td>
<td>- 0%</td>
<td>$14,859</td>
<td>$20,810</td>
<td>$16,117</td>
<td>$72,026</td>
</tr>
<tr>
<td>GF Admin Fees</td>
<td>-</td>
<td>-</td>
<td>- 0%</td>
<td>517,046</td>
<td>524,290</td>
<td>303,634</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>23,030</td>
<td>23,030</td>
<td>- 0%</td>
<td>59,969</td>
<td>36,475</td>
<td>23,492</td>
<td>23,030</td>
</tr>
<tr>
<td><strong>Total Transfer to Other Funds</strong></td>
<td><strong>$95,056</strong></td>
<td><strong>$95,056</strong></td>
<td>- 0%</td>
<td><strong>$591,874</strong></td>
<td><strong>$581,575</strong></td>
<td><strong>$343,242</strong></td>
<td><strong>$95,056</strong></td>
</tr>
<tr>
<td>Transfers to CARMA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>$247,542</td>
<td>$247,542</td>
<td>- 0%</td>
<td>$84,252</td>
<td>$81,240</td>
<td>-</td>
<td>$247,542</td>
</tr>
<tr>
<td>Sewer</td>
<td>297,484</td>
<td>297,484</td>
<td>- 0%</td>
<td>155,164</td>
<td>14,856</td>
<td>-</td>
<td>297,483.72</td>
</tr>
<tr>
<td><strong>Total Transfer to CARMA Funds</strong></td>
<td><strong>$545,026</strong></td>
<td><strong>$545,026</strong></td>
<td>- 0%</td>
<td><strong>$239,416</strong></td>
<td><strong>$96,096</strong></td>
<td>-</td>
<td><strong>545,026</strong></td>
</tr>
<tr>
<td><strong>Total Expenditures &amp; Transfers</strong></td>
<td><strong>$3,776,685</strong></td>
<td><strong>$3,553,324</strong></td>
<td><strong>223,360 6%</strong></td>
<td><strong>$3,689,042</strong></td>
<td><strong>$3,582,475</strong></td>
<td><strong>$3,541,581</strong></td>
<td><strong>$3,553,324</strong></td>
</tr>
<tr>
<td><strong>Net Revenues Over(Under) Expenditures</strong></td>
<td>$ -</td>
<td>$234,563</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Historical Fiscal Analysis

These numbers are preliminary and are subject to our annual audit.
## Current Fiscal Analysis

<table>
<thead>
<tr>
<th>Revenues</th>
<th>Amended FY22</th>
<th>Actual FY22</th>
<th>% Budget Remaining</th>
<th>Historical Fiscal Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration</td>
<td>$ 596,909</td>
<td>$ 552,014</td>
<td>(44,895) -8%</td>
<td>$ 569,959 $ 692,855 $ 719,854 $ 552,014</td>
</tr>
<tr>
<td>Harbor</td>
<td>$ 3,122,100</td>
<td>$ 3,636,466</td>
<td>324,366 10%</td>
<td>$ 2,846,131 $ 3,054,776 $ 4,093,742 $ 3,636,466</td>
</tr>
<tr>
<td>Pioneer Dock</td>
<td>$ 330,646</td>
<td>$ 294,761</td>
<td>(35,884) -11%</td>
<td>$ 311,943 $ 333,371 $ 268,274 $ 294,761</td>
</tr>
<tr>
<td>Fish Dock</td>
<td>$ 565,242</td>
<td>$ 590,159</td>
<td>24,917 4%</td>
<td>$ 591,473 $ 577,314 $ 556,319 $ 590,159</td>
</tr>
<tr>
<td>Deep Water Dock</td>
<td>$ 161,889</td>
<td>$ 157,434</td>
<td>(4,455) -3%</td>
<td>$ 166,373 $ 171,822 $ 174,775 $ 157,434</td>
</tr>
<tr>
<td>Outfall Line</td>
<td>$ 4,800</td>
<td>$ 4,626</td>
<td>(174) -4%</td>
<td>$ 4,800 $ 4,800 $ 4,800 $ 4,626</td>
</tr>
<tr>
<td>Fish Grinder</td>
<td>$ 7,191</td>
<td>(872)</td>
<td>(8,063) -112%</td>
<td>$ 7,823 $ 7,283 $ 7,108 (872)</td>
</tr>
<tr>
<td>Load and Launch Ramp</td>
<td>126,483</td>
<td>132,446</td>
<td>5,964 5%</td>
<td>128,416 $ 126,438 $ 134,121 $ 132,446</td>
</tr>
<tr>
<td><strong>Total Revenues</strong></td>
<td><strong>$ 5,105,259</strong></td>
<td><strong>$ 5,367,034</strong></td>
<td><strong>$ 261,776</strong> 5%</td>
<td><strong>$ 4,726,919</strong> $ 5,114,719 $ 5,958,993 $ 5,367,034</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenditures &amp; Transfers</th>
<th>Amended FY22</th>
<th>Actual FY22</th>
<th>% Budget Remaining</th>
<th>Historical Fiscal Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration</td>
<td>$ 711,339</td>
<td>$ 711,097</td>
<td>242 0%</td>
<td>$ 616,160 $ 647,380 $ 709,380 $ 711,097</td>
</tr>
<tr>
<td>Harbor</td>
<td>$ 1,355,331</td>
<td>$ 1,189,213</td>
<td>166,118 12%</td>
<td>$ 1,181,983 $ 1,147,923 $ 1,228,818 $ 1,189,213</td>
</tr>
<tr>
<td>Pioneer Dock</td>
<td>$ 81,451</td>
<td>$ 106,648</td>
<td>(25,197) -31%</td>
<td>$ 82,572 $ 85,282 $ 84,823 $ 106,648</td>
</tr>
<tr>
<td>Fish Dock</td>
<td>$ 644,058</td>
<td>$ 543,789</td>
<td>100,270 16%</td>
<td>$ 583,367 $ 522,142 $ 553,121 $ 543,789</td>
</tr>
<tr>
<td>Deep Water Dock</td>
<td>$ 87,824</td>
<td>$ 89,177</td>
<td>(1,353) -2%</td>
<td>$ 86,436 $ 82,704 $ 76,539 $ 89,177</td>
</tr>
<tr>
<td>Outfall Line</td>
<td>$ 6,500</td>
<td>$ 4,405</td>
<td>2,095 32%</td>
<td>$ 3,137 $ 2,475 $ 4,044 $ 4,045</td>
</tr>
<tr>
<td>Fish Grinder</td>
<td>$ 30,333</td>
<td>$ 13,930</td>
<td>16,404 54%</td>
<td>$ 11,433 $ 21,775 $ 20,215 $ 13,930</td>
</tr>
<tr>
<td>Harbor Maintenance</td>
<td>$ 446,653</td>
<td>$ 377,326</td>
<td>69,327 16%</td>
<td>$ 365,131 $ 376,878 $ 361,515 $ 377,326</td>
</tr>
<tr>
<td>Main Dock Maintenance</td>
<td>$ 40,768</td>
<td>$ 32,258</td>
<td>8,510 21%</td>
<td>$ 31,188 $ 32,443 $ 27,759 $ 32,258</td>
</tr>
<tr>
<td>Deep Water Dock Maintenance</td>
<td>51,268</td>
<td>$ 36,635</td>
<td>14,633 29%</td>
<td>$ 44,450 $ 40,140 $ 31,665 $ 36,635</td>
</tr>
<tr>
<td>Load and Launch Ramp</td>
<td>$ 92,282</td>
<td>$ 79,081</td>
<td>13,201 14%</td>
<td>$ 70,779 $ 62,872 $ 64,197 $ 79,081</td>
</tr>
<tr>
<td><strong>Total Operating Expenditures</strong></td>
<td><strong>$ 3,547,809</strong></td>
<td><strong>$ 3,183,560</strong></td>
<td><strong>$ 364,249</strong> 10%</td>
<td><strong>$ 3,056,635</strong> $ 3,022,013 $ 3,162,977 $ 3,183,560</td>
</tr>
<tr>
<td>Transfer to Other Funds</td>
<td>$ 66,243</td>
<td>$ 66,243</td>
<td>- 0%</td>
<td>$ 29,241 $ 31,457 $ 20,620 $ 66,243</td>
</tr>
<tr>
<td>Leave Cash Out</td>
<td>$ 89,076</td>
<td>$ 89,076</td>
<td>- 0%</td>
<td>$ 90,176 $ 79,038 $ 89,076 $ 89,076</td>
</tr>
<tr>
<td>Debt Service</td>
<td>$ 301,517</td>
<td>$ 301,517</td>
<td>- 0%</td>
<td>$ 321,118 $ 304,450 $ 300,000 $ 301,517</td>
</tr>
<tr>
<td><strong>Total Transfer to Other Funds</strong></td>
<td><strong>$ 437,045</strong></td>
<td><strong>$ 437,045</strong></td>
<td><strong>- 0%</strong></td>
<td><strong>$ 1,040,252</strong> $ 985,283 $ 390,958 $ 437,045</td>
</tr>
<tr>
<td>Transfers to Reserves</td>
<td>$ 1,068,204</td>
<td>$ 1,068,204</td>
<td>- 0%</td>
<td>$ 271,984 $ 286,611 $ - $ 1,086,204</td>
</tr>
<tr>
<td>Load and Launch Ramp</td>
<td>$ 34,201</td>
<td>$ 34,201</td>
<td>- 0%</td>
<td>$ 38,301 $ 46,717 $ 26,354 $ 34,201</td>
</tr>
<tr>
<td><strong>Total Transfer to Reserves</strong></td>
<td><strong>$ 1,120,405</strong></td>
<td><strong>$ 1,120,405</strong></td>
<td><strong>- 0%</strong></td>
<td><strong>$ 310,285</strong> $ 333,328 $ 26,354 $ 1,120,405</td>
</tr>
<tr>
<td><strong>Total Expenditures &amp; Transfers</strong></td>
<td><strong>$ 5,105,259</strong></td>
<td><strong>$ 4,741,010</strong></td>
<td><strong>$ 364,249</strong> 7%</td>
<td><strong>$ 4,407,171</strong> $ 4,340,624 $ 3,579,389 $ 4,741,010</td>
</tr>
</tbody>
</table>

## Net Revenues Over(Under) Expenditures

| Net Revenues Over(Under) Expenditures | $ - | $ 626,025 |

These numbers are preliminary and are subject to our annual audit.
CITY OF HOMER
Treasurer's Report

As of:
June 30, 2022

<table>
<thead>
<tr>
<th>INVESTMENT BY INSTITUTION:</th>
<th>$ Invested</th>
<th>% of $ Invested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alaska Municipal League</td>
<td>$13,068,024</td>
<td>42%</td>
</tr>
<tr>
<td>Pro-Equities</td>
<td>$17,737,263</td>
<td>58%</td>
</tr>
<tr>
<td><strong>Total Cash and Investments</strong></td>
<td><strong>$30,805,288</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MATURITY OF INVESTMENTS:</th>
<th>AMOUNT</th>
<th>% Of Investment by Maturity Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 30 Days</td>
<td>7/30/2022</td>
<td>$13,650,851</td>
</tr>
<tr>
<td>30 to 120 Days</td>
<td>10/28/2022</td>
<td>$700,918</td>
</tr>
<tr>
<td>120 to 180 Days</td>
<td>12/27/2022</td>
<td>-</td>
</tr>
<tr>
<td>180 to 365 Days</td>
<td>6/30/2023</td>
<td>$2,594,819</td>
</tr>
<tr>
<td>Over 1 Year</td>
<td>6/30/2023</td>
<td>$13,858,700</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$30,805,288</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

These investments are made in accordance with the City of Homer’s investment policy pursuant to Ordinance 93-14, Chapter 3.10. The balances reported are unaudited.
<table>
<thead>
<tr>
<th>MEETING DATE</th>
<th>SCHEDULED EVENTS OR AGENDA ITEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>JANUARY 2022</td>
<td></td>
</tr>
<tr>
<td>FEBRUARY 2022</td>
<td>PC training: legislative vs quasi-judicial decisions; decisions and findings</td>
</tr>
<tr>
<td>MARCH 2022</td>
<td>Guest speaker and training: KPB Platting/Planning AK APA Conference</td>
</tr>
<tr>
<td>APRIL 2022</td>
<td>2018 Comprehensive Plan Review / HNMTTP</td>
</tr>
<tr>
<td>MAY 2022</td>
<td>Transportation work session with Public Works</td>
</tr>
<tr>
<td>JUNE 2022</td>
<td>Reappointment Applications Deadline</td>
</tr>
<tr>
<td>JULY 2022</td>
<td>Reappointments</td>
</tr>
<tr>
<td></td>
<td>Spit Plan Review / Transportation Plan</td>
</tr>
<tr>
<td></td>
<td>(One meeting this month)</td>
</tr>
<tr>
<td>AUGUST 2022</td>
<td>Election of Officers (Chair, Vice Chair)</td>
</tr>
<tr>
<td></td>
<td>PC training: Roberts rules, OMA</td>
</tr>
<tr>
<td></td>
<td>Capital Improvement Plan Review</td>
</tr>
<tr>
<td>SEPTEMBER 2022</td>
<td>Economic Development speaker</td>
</tr>
<tr>
<td></td>
<td>(such as KPEDD, chamber, SBA,)</td>
</tr>
<tr>
<td>OCTOBER 2022</td>
<td>Floodplain or other hazard regulations overview...connect dots between comp plan and our current</td>
</tr>
<tr>
<td></td>
<td>regs</td>
</tr>
<tr>
<td>NOVEMBER 2022</td>
<td>(One meeting this month)</td>
</tr>
<tr>
<td></td>
<td>Review and Approve the 2022 Meeting Schedule</td>
</tr>
<tr>
<td>DECEMBER 2022</td>
<td>(One meeting this month)</td>
</tr>
<tr>
<td></td>
<td>Review Bylaws, and Policies and Procedures / Town Center Plan</td>
</tr>
</tbody>
</table>

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)

updated 2/8/22 TB