



Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

www.cityofhomer-ak.gov

City of Homer Agenda

Planning Commission Regular Meeting

Wednesday, May 18, 2022 at 6:30 PM

Cowles Council Chambers and Via Zoom Webinar

Webinar ID: 979 8816 0903 Password: 976062

Dial: 1 669 900 6833 or 1 253 215 8782 Toll Free 1 877 853 5247 or 1 888 788 0099

CALL TO ORDER, 6:30 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

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

- A. Planning Commission Regular Meeting Minutes for May 4, 2022 **pg3**
- B. Decisions and Findings for A Request for Conditional Use Permit 22-03, to Allow Additional Dwellings at 1678 Sterling Highway **pg10**

PRESENTATIONS / VISITORS

REPORTS

- A. Staff Report 22-35, City Planner's Report **pg15**

PUBLIC HEARING(S)

- A. Staff Report 22-36, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 21.93 Administrative Appeals. City Clerk. **pg19**
- B. Staff Report 22-37, An Ordinance of the City Council of Homer, Alaska, Amending Title 21.03.040 Definitions Used in Zoning Code, Title 21.44 Slopes, Title 21.50.020 Site Development Standards - Level One and Title 21.50.020 Site Development Standards - Level Two Redefining Coastal Bluff and Setback Therefrom. Planning Commission. **pg 26**

PLAT CONSIDERATION(S)

PENDING BUSINESS

NEW BUSINESS

- [A.](#) Staff Report 22-38, Drainage Easement Vacation Request Affecting Lot 58, Lillian Walli Estate Subdivision **pg 38**

INFORMATIONAL MATERIAL(S)

- [A.](#) City Manager's Report for the City Council Regular Meeting of May 9, 2022 **pg48**
- [B.](#) Planning Commission Calendar 2022 **pg76**

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, June 1, 2022, at 6:30 p.m. A worksession will be conducted at 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 22-07, a Regular Meeting of the Planning Commission was called to order by Chair Scott Smith at 6:30 p.m. on May 4, 2022 at the Cowles Council Chambers in City Hall, located at 491 E. Pioneer Avenue, Homer, Alaska, and via Zoom Webinar.

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

ABSENT: COMMISSIONERS CONLEY (excused)

CONSULTING MAYOR CASTNER

MEMBERS: PUBLIC WORKS DIRECTOR/CITY ENGINEER KEISER

STAFF: CITY PLANNER ABOUD
DEPUTY CITY CLERK TUSSEY

The Planning Commission met in a worksession from 5:30 p.m. to 6:24 p.m. prior to the meeting for Planning Commissioner Training, facilitated by City Attorney Michael Gatti.

AGENDA APPROVAL

VENUTI/ BENTZ MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS ON ITEMS ALREADY ON THE AGENDA

RECONSIDERATION

CONSENT AGENDA

A. Planning Commission Regular Meeting Minutes of April 20, 2022

Chair Smith read the consent agenda and asked for a motion.

HIGHLAND/BENTZ MOVED TO APPROVE THE AGENDA AS PRESENTED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PRESENTATIONS / VISITORS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

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

City Planner Abboud provided a summary of Staff Report 22-32. At his request for a volunteer, Commissioner Barnwell agreed to give the PC report to City Council at their May 9th meeting.

PUBLIC HEARINGS

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

Chair Smith introduced the item by reading the title.

City Planner Abboud spoke to Staff Report 22-33, highlighting the following:

- Overview of the lot, its location, and the applicant's proposal to construct a single family dwelling in addition to the existing single family dwelling and duplex structure on the lot.
- How the proposal meets the Comprehensive Plan, the property's wetland status, and how it's compatible with the exiting uses surrounding the land.
- Measuring the multifamily density and how that ties in with lot/building square footage and parking space requirements.
- What items the applicant will need to work on with Planning and Public Works Staff; an overview of Conditions 1 – 3 was provided:
 - Condition 1: Install approved community water and sewer service to the structures.
 - Condition 2: Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.
 - Condition 3: Dumpster shall not be visible from the street or shall be screened on three sides.

Chair Smith opened the public hearing.

Tony Romeril, applicant and property owner, introduced himself to the commission and offered to answer any questions the commission may have.

Leah Evans inquired if this was the public comment opportunity to speak to the non-motorized trails plan. Chair Smith noted it was not and there will be a later opportunity.

Mark Sass, adjoining property owner, voiced his non-objection for the development at 1678 Sterling Highway. Mr. Sass opined that if the City is wishing to go down this path of having more housing density, but without having the separate access in case the lots are subdivided, then they will have the issue of groupings of rental houses with no frontage. While there may not be an issue with this CUP, he is concerned that having multiple homes on one piece of property could lead to traffic and noise problems, and if the CUP is ongoing (versus something that is renewed) then what is the point of improving something like that.

Chair Smith inquired if City Planner Abboud had a response. Mr. Abboud commented on Mr. Sass' concerns that were related to the public hearing on Conditional Use Permit (CUP) 22-03, noting that the CUP goes with the land, that any violations would be dealt with as they arise, and how density is a City policy thing. He acknowledged Mr. Sass' comments and appreciates them during a time when the commission and City are having discussions on density.

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

Public Works Director/City Engineer Keiser commented that Public Works had reviewed this CUP and proposal and do not have any objections to it.

BENTZ/HIGHLAND MOVED TO ADOPT STAFF REPORT 22-33 AND RECOMMEND APPROVAL OF CONDITIONAL USE PERMIT 22-03 TO CONSTRUCT A SINGLE FAMILY DWELLING IN ADDITION TO THE EXISTING SINGLE-FAMILY DWELLING AND DUPLEX STRUCTURE AT 1678 STERLING HIGHWAY WITH FINDINGS 1 THROUGH 10 AND THE FOLLOWING CONDITIONS: CONDITION 1: INSTALL APPROVED COMMUNITY WATER AND SEWER SERVICE TO THE STRUCTURES; CONDITION 2: OUTDOOR LIGHTING MUST BE DOWN LIT PER HCC 21.59.030 AND THE CDM; AND CONDITION 3: DUMPSTER SHALL NOT BE VISIBLE FROM THE STREET OR SHALL BE SCREENED ON THREE SIDES.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PLAT CONSIDERATION

PENDING BUSINESS

NEW BUSINESS

- A. Memo from Public Works Director, Jan Keiser, P.E., Re: Strategies for Deploying HART Road/Trails Funds to Accelerate Non-motorized Transportation and Road Repair

Chair Smith introduced the item by reading the title and deferred to Public Works Director/City Engineer Keiser.

Ms. Keiser spoke to her written memo and proposal to request that the City Council authorize the expenditure of Homer Accelerated Roads and Trails (HART) funds to accelerate the development of non-motorized transportation routes and road repair. She provided a summary and history of the following programs:

- Create new Non-Motorized Transportation Opportunity Program
- Create Pavement Restoration Program
- Enhance existing Small Works Drainage Repair Fund
- Enhance existing Small Works Road Repair Program
- Enhance existing IDIQ Contract for Road Repair with East Road Services
- Enhance existing Small Works Trails Maintenance Fund

Ms. Keiser requested the commission's support for these programs. She explained the ordinances representing the appropriations will have their first reading at the May 9th City Council meeting, with the second reading and public hearing scheduled for May 23rd.

HIGHLAND/BENTZ MOVED TO SUPPORT THE STRATEGIES PROPOSED BY PUBLIC WORKS FOR DEPLOYING HART ROAD AND TRAILS FUNDS TO ACCELERATE NON-MOTORIZED TRANSPORTATION AND ROAD REPAIR, AND RECOMMEND CITY COUNCIL APPROVAL.

Commissioner Chiappone requested clarification on the definition difference between trails and paths/sidewalks. Ms. Keiser stated a sidewalk is equal to a path which is related to a road, while a trail could cut through a forest. The main difference is that paths/sidewalks can be funded by HART Road funds while trails can be funded by the HART Trails fund; there are two different funds.

Chair Smith inquired if there was much of a cost difference between the two. Ms. Keiser explained how it's dependent on the nature of the trail and the four categories of trails; some trails are ADA accessible and may not be any different in cost to a path. But there is a significant difference between a trail and a paved sidewalk.

Commissioner Barnwell clarified with Ms. Keiser a project cost discrepancy for Program I. She commented how the initial cost estimate of \$750,000 changed to \$1.5 million after a more formal assessment was completed.

Commissioner Barnwell inquired if there was any cost sharing from this pavement restoration budget with the Alaska Department of Transportation and Public Facilities (ADOT&PF), who manages many of the roads in Homer. Ms. Keiser explained the City's only role in State road projects is to look at the utilities that are impacted by those projects, which we pay for. In response to follow-up questions from Commissioner Barnwell, Ms. Keiser described how limited the City's role is with ADOT&PF projects, how late in the development process the City is brought into project communications, and what she means by the term developer when discussing cost estimating.

Commissioner Venuti requested clarification on the term "frost boil". Ms. Keiser described how they are caused by the sub-grade freezing then thawing, and how they are fixed.

Commissioner Highland inquired if there was any way the City could talk to ADOT&PF about building a detached bike path or wider shoulder along East and West Hill Roads during their improvement projects. Ms. Keiser reiterated the struggles the City has been experiencing trying to get suggestions included in the State's project plans. Commissioner Highland questioned if making calls to Senator Gary Stevens to aid with improving those communications with the State would help.

Commissioner Bentz commented that it was great to see this implementation and financial road plan laid out so they can see where the funds are, and that it will help with their long-term vision for transportation in general. It is an incremental step in improving not just our non-motorized transportation infrastructure but also investing into prevention for future damage, especially with drainage.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

- B. Staff Report 22-34, Comprehensive Plan
 - i. Supplement Memo to SR 22-34: Trails & Sidewalks in Code

Chair Smith introduced the item by reading the title.

City Planner Abboud explained the information he provided that gives background to the non-motorized transportation plan issue so that all commissioners may have a similar understanding to use as a basis for addressing the subject, particularly when working on the Comprehensive Plan.

Chair Smith opened the floor for questions or discussion. He inquired if there was a way to get the cart in front of the horse in regards to the Stormwater Plan and its development in conjunction with these motorized and non-motorized development projects. Public Works Director/City Engineer Keiser shared the different actions Public Works is currently taking to make some of those drainage plans

happen, and some of the difficulties they face with repairing/replacing corroded pipe beyond use with a limited budget.

Commissioner Barnwell commented on the design criteria manual and how much of the city's infrastructure does not meet those requirements. It was his reasoning for voting no on the rezone as he believes the infrastructure is not built in a way that supports more urban, high-density residential areas. City Planner Abboud responded, thinking the City is attacking the issues on all fronts right now. Mr. Abboud commented on how Homer has not been developed/incorporated as long as other municipalities, and we are playing catch-up from being a homestead community to a designed city.

Mayor Castner commented that this issue is one of the reasons why he is attending the meeting. City Council is starting to react to the fact that our town does not have enough sidewalks, and a resolution will be introduced at the May 9th Council meeting requesting the Planning Commission look into the issue. Regarding the Comprehensive Plan, the Port and Harbor Advisory Commission (PHC) has voiced concerns there are sections that are restrictive for harbor growth and development. He noted he will bring whatever support to ensure they have the resources to be able to get these projects done.

Commissioner Bentz recalled the comments Mayor Castner made during the worksession regarding the Comprehensive Plan. She was part of the 2018 Comprehensive Plan rewrite and thinks the plan should be looked at as a whole and not in sections. She appreciated the information provided by staff to start the rewrite work. She commented on open-space and green infrastructure planning and suggested tying those concepts into what they're planning.

Ms. Keiser commented on storm water drainage planning, her concerns, and how laying pipe is not a simple solution to storm water drainage/management. She noted the other components involved and considerations to take into account.

Commissioner Venuti inquired on what concerns the PHC had about the Comprehensive Plan, and if anyone in the Planning Department has had conversations with the PHC. Mr. Abboud commented that this topic has just bubbled up and did not have the specifics.

In response to a follow up question from Chair Smith, Mayor Castner spoke to how it would be beneficial for a member of the PC, PHC, and other groups of influence to get together and discuss these ideas across commissions. Chair Smith supported being a part of that meeting.

Deputy City Clerk Tussey commented that she clerks the PHC and clarified that Economic Development Manager Julie Engebretsen gave a presentation on the Comprehensive Plan and Spit Comprehensive Plan at the last PHC meeting on April 27th to help the commission better understand what the plans are, where to find them online, and how they tie in to the work the PHC is doing. Ms. Tussey explained how she is not aware of any concerns the PHC has at this time on the plans because they only recently started having the discussion and are planning on having an annual review of the Spit Comprehensive Plan at their September regular meetings. She noted that Ms. Engebretsen is also the staff liaison for the Economic Development Advisory Commission (EDC) and provides that group with the same presentations and information, so there have been conversations at the staff level to ensure the spread of information between the different commissions.

Commissioner Bentz inquired on how we can design our various plans so they are more evergreen, more flexible in implementation, and use the implementation plans to achieve their goals and broader comprehensive plan. Ms. Keiser explained how staff is drafting new city code that will specify when

non-motorized transportation easements/right-of-ways need to be added to a plat or new development on an existing plat, and when they need to be constructed. The criteria will include items, such as the destination or number of residents/commercial businesses this route will serve, to determine if a non-motorized route is necessary, and give Public Works and Planning things to gauge potential development.

Commissioner Bentz's opined if that level of specificity that's useful in a comprehensive planning document can be worked into these plans and then just update the implementation table; it was something they discussed during the last rewrite. Mr. Abboud agreed that it's possible and would look into it further. As long as the bones of the plan are still valid, some kind of implementation guide outside of the plan could be created that would be a faster way than reevaluating the whole plan.

Chair Smith confirmed there was no further discussion and voiced his appreciation for Ms. Keiser and Mayor Castner for their work and bringing their perspectives and information to the meeting.

INFORMATIONAL MATERIALS

- A. City Manager's Report for April 25, 2022
- B. Kenai Peninsula Borough Notice of Decisions
- C. Planning Commission Calendar

Chair Smith noted the informational materials provided. City Planner Abboud recapped some of the agenda items expected to come to the next meeting, possibly sidewalk/non-motorized transportation issues.

COMMENTS OF THE AUDIENCE

Helen Armstrong, city resident, voiced her support for Public Works Director Keiser's non-motorized transportation routes and road repair proposal and all of City Planner Abboud's information. She shared how she is a volunteer with the Homer Trails Alliance and the commission will be seeing representatives of their group at the public meetings when it has to do with sidewalks, pathways, trails, etc. Last week the Homer Drawdown group voted for supporting non-motorized transportation and their project this year, so there will be a lot of community help and involvement on the subject.

COMMENTS OF THE STAFF

Mayor Castner commented on an opening on the Kenai Peninsula Borough Planning Commission for what he considers is the City's seat, and explained how the appointment process is a little different than in the past. He noted there is a new Borough Planning Director, Robert Ruffner, and shared his positive experiences with Mr. Ruffner and is looking forward to working with him. Mr. Castner opined that the City is enjoying a very good relationship with the Borough Assembly and how we will need to keep engaged with them on coming up with performance guidelines for new subdivisions. He thanked the commission for their service.

Public Works Director/City Engineer Keiser reported on the recently-closed Invitation to Bid for the Main Street Sidewalk Improvements Project, how the Green Infrastructure Stormwater Management Program is moving ahead, and the near-completion of the new sewer lines on Tasmania Court.

City Planner Abboud voiced his excitement for all the new energy they have for moving things forward; there is a lot of exciting things he looks forward to working on.

Deputy City Clerk Tussey commented that as the clerk for the Economic Development Advisory Commission, the Port and Harbor Advisory Commission, and the Library Advisory Board, she hears a lot of overlapping discussions and encourages the Planning Commissioners to review the other advisory bodies' strategic plan and goals, which are available online on their respective webpages. She noted that particularly the EDC's and PHC's goals are strongly aligned with some of the work the PC is currently doing.

COMMENTS OF THE COMMISSION

Commissioner Bentz commented it was great to have Ms. Tussey as their clerk today. She noted it was Professional Municipal Clerks Week and gave a shout-out to all the clerks that serve them; it's great to have a guidance in process for all the meetings.

Commissioner Venuti thanked everyone and had no further comments.

Commissioner Chiappone commented it was a very informative meeting with new ideas and information. He thanked the City Staff present and Mayor Castner for all their work, presentations, and attendance.

Commissioner Barnwell thanked City Staff and Mayor Castner for working really hard, how it's exciting to see them all working together on some exciting things. He thinks the non-motorized criteria work is a great idea, and liked Commissioner Bentz's comments about holistic-approach planning to bring green infrastructure and transportation elements together for better comprehensive planning. He thanked everyone and noted it was a great meeting.

Chair Smith commented on the large amount of helpful information they've received, how it's starting to make sense, and he's ready to get out there and make a difference in our community. It has been a long-haul effort that is starting to pay off and it's exciting. He shared some recent Borough plans to create a flat-fee structure for road maintenance outside of Homer City limits, shared his concerns against the idea, and opined if there was a way they could make a recommendation against it. He thanked everyone for their time and efforts.

Commissioner Highland thanked everyone and gave a shout-out to the City Clerk's Office for their work and effort. She wondered when the Transportation Plan will be on an upcoming agenda because the census is in and it correlates with everything they are working on.

ADJOURN

There being no further business before the Commission, the meeting was adjourned at 8:10 p.m. The next Regular Meeting is Wednesday, May 18, 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.

RACHEL TUSSEY, CMC, DEPUTY CITY CLERK II

Approved: _____



City of Homer

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Planning

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HOMER PLANNING COMMISSION

Approved CUP 2022-03 at the Meeting of May 4, 2022

RE: Conditional Use Permit (CUP) 2022-03

Address: 1678 Sterling Hwy

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

DECISION

Introduction

Tony Romeril (the “Applicant”) applied to the Homer Planning Commission (the “Commission”) for a Conditional Use Permit (CUP) under Homer City Code HCC 21.12.030(m), which allows more than one building containing a permitted principle use on a lot in the Rural Residential District.

The applicant proposes to construct a single family dwelling in addition to the existing single-family dwelling and duplex structure found on the lot.

A public hearing was held for the application before the Commission on May 4, 2022, as required by Homer City Code 21.94. Notice of the public hearing was published in the local newspaper and sent to 22 property owners of 15 parcels as shown on the Kenai Peninsula Borough tax assessor rolls. Public notices contained information on how to submit written testimony, participate telephonically, or participate on the Zoom meeting platform.

At the May 4, 2022 meeting of the Commission, six Commissioners were present. Commissioner Conley was not present and had an excused absence. The Commission approved CUP 2022-03 unanimously with three conditions.

Evidence Presented

City Planner, Rick Abboud, reviewed the staff. He explained how the proposal meets density requirements and is supported by the purpose of the Rural Residential Zoning District. The Applicant was available for questions. Mark Sass voiced his non-objection for the proposed

development. Public Works Director Keiser stated that she had no objections to the proposal. The Commission approved the CUP with unanimous consent.

Findings of Fact

After careful review of the record and consideration of testimony presented at the hearing, the Commission determines CUP 2022-03, to allow three structures containing 4 dwelling units on a lot, satisfies the review criteria set out in HCC 21.71.030 and is hereby approved.

The criteria for granting a Conditional Use Permit is set forth in HCC 21.71.030 and 21.71.040.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

j. The proposal will comply with all applicable provisions of the Community Design Manual.

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

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

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

- 1. Special yards and spaces:** No specific conditions deemed necessary.
- 2. Fences and walls:** No specific conditions deemed necessary.
- 3. Surfacing of parking areas:** No specific conditions deemed necessary.

4. Street and road dedications and improvements: No specific conditions deemed necessary.

5. Control of points of vehicular ingress and egress: No specific conditions deemed necessary.

6. Special provisions on signs: No specific conditions deemed necessary.

7. Landscaping: No specific conditions deemed necessary.

8. Maintenance of the grounds, building, or structures: No specific conditions deemed necessary.

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

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

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

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

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

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

Conclusion: Based on the foregoing findings of fact and law, Conditional Use Permit 2022-03 is hereby approved, with Findings 1-10 and the following conditions.

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

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

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

Date

Chair, Scott Smith

Date

City Planner, Rick Abboud

NOTICE OF APPEAL RIGHTS

Pursuant to Homer City Code, Chapter 21.93.060, any person with standing that is affected by this decision may appeal this decision to the Homer Board of Adjustment within thirty (30) days of the date of distribution indicated below. Any decision not appealed within that time shall be final. A notice of appeal shall be in writing, shall contain all the information required by Homer City Code, Section 21.93.080, and shall be filed with the Homer City Clerk, 491 East Pioneer Avenue, Homer, Alaska 99603-7645.

CERTIFICATION OF DISTRIBUTION

I certify that a copy of this Decision was mailed to the below listed recipients on _____, 2022. A copy was also delivered to the City of Homer Planning Department and Homer City Clerk on the same date.

Date

Travis Brown, Planning Technician

Tony Romeril
1678 Sterling Hwy
Homer, AK 99603

Rob Dumouchel, City Manager
City of Homer
491 E Pioneer Avenue
Homer, AK 99603

Michael Gatti
JDO Law
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Staff Report PI 22-35

TO: Homer Planning Commission
FROM: Rick Abboud, AICP, City Planner
DATE: May 18, 2022
SUBJECT: City Planner's Report

City Council 4.25.22

Ordinance 22-24, An Ordinance of the City Council of Homer, Alaska Amending the FY22 Capital Budget and Appropriating an Additional Expenditure of \$106,000 from the Homer Accelerated Roads and Trails (HART) Road Fund for the Construction of the Main Street Sidewalk Project. City Manager/Public Works Director. Recommended Dates Introduction May 9, 2022, Public Hearing and Second Reading May 23, 2022. Memorandum 22-075 from Public Works Director as backup. Introduced

Ordinance 22-25, An Ordinance of the City Council of Homer, Alaska Amending the FY22 Capital Budget by Appropriating \$750,000 from the Homer Accelerated Roads and Trails (HART) Road Fund and \$100,000 from the HART Trails Fund to Establish a Non-Motorized Transportation Opportunity Fund. City Manager/Public Works Director.

Recommended Dates Introduction May 9, 2022, Public Hearing and Second Reading May 23, 2022.

Memorandum 22-073 from Public Works Director as backup. Introduced

Ordinance 22-26, An Ordinance of the City Council of Homer, Alaska Amending the FY22 Capital Budget by Appropriating \$500,000 from the Homer Accelerated Roads and Trails (HART) Road Fund to Establish a Pavement Restoration Program. City Manager/Public Works Director. Recommended Dates Introduction May 9, 2022, Public Hearing and Second Reading May 23, 2022. Memorandum 22-073 from Public Works Director as backup. Introduced

Ordinance 22-27, An Ordinance of the City Council of Homer, Alaska Amending the FY22 Capital Budget by Appropriating an Additional \$511,228 from the Homer Accelerated Roads and Trails (HART) Road Fund to the Small Works Road Repair Program, the Small Works Drainage Program, and the Indefinite Delivery/Indefinite Quantity (IDIQ) Contract to East Road Services. City Manager/Public Works Director. Recommended Dates Introduction May 9, 2022, Public Hearing and Second Reading May 23, 2022. Memorandum 22-073 from Public Works Director as backup. Introduced

Ordinance 22-28, An Ordinance of the City Council of Homer, Alaska Amending the FY22 Capital Budget by Appropriating an Additional \$56,803 from the Homer Accelerated Roads and Trails (HART) Trails Fund to the Small Works Trails Maintenance Program. City Manager/Public Works Director. Recommended Dates Introduction May 9, 2022, Public Hearing and Second Reading May 23, 2022.

Memorandum 22-073 from Public Works Director as backup. Introduced

Resolution 22-039, A Resolution of the City Council of Homer, Alaska Awarding a Contract for the Construction of the Main Street Sidewalk to East Road Services, Inc. of Homer, Alaska in the Amount of \$1,148,123.11 and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager/Public Works Director. Recommend adoption. Memorandum 22-079 from Public Works Director as backup.

Resolution 22-043, A Resolution of the City Council of Homer, Alaska Establishing the City Council's Intention to Promote Sidewalks and Safe Pedestrian Access. Lord/Davis/Erickson

City Manager report

Conditional Use Permit Reform

One of the biggest current planning tasks for the City is the review and processing of conditional use permits (CUPs). My perception has been that we likely perform more CUP reviews than are really necessary. To test that assumption, City Planner Rick Abboud compiled ten years of CUP data that we have been looking at for meaningful patterns. Some immediately noticeable patterns include: 96% of all CUPs that make it to the Planning Commission are approved (in large part because City staff works with potential CUP applicants to understand if their project is feasible, and if yes, how); 19% have no conditions set upon them beyond required codes; 49% are triggered by the development of more than one building (which is frequently paired with development over 8000 square feet); 49% include conditions related to lighting (which is equivalent to no condition as it's covered in HCC); and 31% include conditions related to screening a dumpster or other trash enclosure. My take away is that we should reevaluate the multiple building and site coverage triggers (assuming all else is principally permitted), consider some improved codes for things like lighting and dumpster screening, and work towards processing less CUPs. I'm looking for one or two Council sponsors who would like to be involved in this project. The project would fit inside the Council priority of modernizing the zoning code while also freeing up staff time in planning for bigger picture needs like the comprehensive plan fast forward.

5.23.22 City Council

Public hearings on rezone and ordinances introduced at the prior meeting, listed above.

Tiny Homes: How Thinking Small Might Help Solve Housing Affordability

The International Code Council (ICC) sponsored a webinar titled above. The session included code and public safety officials and a manufactured housing representative. The session did not add much to my previous thoughts regarding the subject of tiny homes. It did clarify that the term tiny home was somewhat challenged in that it did not describe a particular form. Basically a wheeled tiny home may be built to an RV standard, while a manufactured tiny home could be built to a manufactured standard and when coupled with on-site standards for foundation as such, would be an acceptable form in consideration of building codes.

Hazard Mitigation Plan Update

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

Rural Residential Rezone Update:

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

Our schedule:

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

~~March 14th-25th: Chat with a planner timeframe~~

~~April 6th: Work session with PC~~

~~April 7th hearing notice mailed~~

~~April 20th Public hearing~~

May 23rd City Council Introduction

June 13th City Council Public Hearing

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

Economic Development Advisory Commission

There is a new vacancy on the EDC if you know someone who may be interested! The Commission meets monthly and has efficient, 1.5 hour meetings. It's a great commission for economic minded citizens to have their voice heard and hear other views. The EDC continues to look at aspects of quality of life in Homer through a SWOT analysis and made a recommendation on the HART fund proposals.

Julie attended the national planning conference in San Diego, CA. Comprehensive Planning and the housing crisis were hot topics, as well as short term vacation rentals. Vacation destinations nationwide are facing many of the same problems we are seeing in Homer. She enjoyed a meal with other Alaska planners in the historic Gas Lamp District, which clearly is still in recovery from the pandemic. Most restaurants had few if any customers, and some storefronts were boarded up. (We picked the one busy restaurant as the place to eat – and it was good!) Flying over inland

California/Imperial valley was fascinating; the aqueduct system, extensive agriculture in what is basically a desert, shrinking lakes (long term drought), and large solar farms. Very different from Alaska or other parts of the west coast.

Commissioner Report to Council

5/23/22 Charles

6/1/22 _____



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Staff Report PL 22-36

TO: HOMER PLANNING COMMISSION
FROM: RICK ABOUD, AICP, CITY PLANNER
DATE: MAY 18, 2022
SUBJECT: APPEAL CODE

Introduction

After gaining some experience with the new appeal code, the City Clerk has some clean-up proposed for the language found in Title 21.

Analysis

The City Clerk has provided a memo regarding the proposed changes to the appeal code. The Planning Commission is required to make a recommendation on all proposed amendments to Title 21.

Staff Recommendation

Review the proposed amendment, hold public hearing, and make recommendation to the City Council for adoption.

Attachments

City Clerk memo
Proposed ordinance



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

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clerk@cityofhomer-ak.gov

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Memorandum

TO: CHAIR SMITH AND PLANNING COMMISSION
FROM: MELISSA JACOBSEN, MMC, CITY CLERK
DATE: MAY 11, 2022
SUBJECT: AMENDMENTS TO HOMER CITY CODE CHAPTER 21.93

Homer City Council amended Homer City Code Chapter 21.93 to establish that all appeals of Planning and Zoning matters will be heard by a hearing officer with the adoption of Ordinance 21-44(S).

After working with this updated code further edits are needed to better clarify the appeal process. The edits are related to:

- Removing ambiguous language regarding decisions subject to appeal,
- Noticing parties of the assignment of a hearing officer,
- Moving the information of the prehearing conference from its own section to the general appeals procedure section,
- Adding language to clarify that the decision of the hearing officer is final and not subject to reconsideration, and
- Removing reference to the matter being subject to reconsideration under ex parte communication prohibited.

Recommendation: Conduct a public hearing and forward to City Council with a recommendation to adopt the ordinance.

**CITY OF HOMER
HOMER, ALASKA**

City Clerk

ORDINANCE 22-xx

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
AMENDING HOMER CITY CODE CHAPTER 21.93 ADMINISTRATIVE
APPEALS TO CLARIFY GENERAL APPEAL PROCEDURES AND
RELATED MATTERS.

WHEREAS, Ordinance 22-44(S) was adopted on August 9, 2021 and amended Homer City Code to establish that administrative appeals from certain final City Planning decisions shall be filed before a hearing officer; and

WHEREAS, These amendments further clarify the appeal process.

NOW THEREFORE THE CITY OF HOMER ORDAINS

Section 1. Homer City Code Chapter 21.93.020 Decisions subject to appeal is hereby amended as follows:

21.93.020 Decisions subject to appeal.

a. The following final decisions made under this title by the City Manager, City Planner, City Planner's designee may be appealed by a person with standing:

1. Approval or denial of a zoning permit.
2. Approval or denial of a sign permit.
3. Approval or denial of any other permit that is within the authority of the City Planner to approve or deny.
4. An enforcement order issued under HCC 21.90.060.
- ~~5. Any other decision that is expressly made appealable to the Commission by other provisions of the Homer Zoning Code.~~

b. The following final decisions of the Commission may be appealed by a person with standing:

1. Grant or denial of a conditional use permit.
2. Grant or denial of a variance.
3. Grant or denial of formal recognition of a nonconforming use or structure, or a decision terminating a nonconforming use or structure.
4. Grant or denial of a conditional fence permit.
5. A decision by the Commission in a matter appealed to the Commission under HCC 21.93.020.

~~6. Any other final decision that is expressly made appealable to a hearing officer by other provisions of the code.~~

Section 2. Homer City Code Chapter 21.93.100 General appeals procedure is hereby amended as follows:

21.93.100 General appeals procedure.

a. A hearing officer shall be appointed in accordance with HCC 21.91.100.

b. The City Clerk shall notify all parties by mail of the appointed hearing officer. All parties shall have ten days from the date of mailing of the notice to object in writing to the hearing officer based upon conflicts of interest, personal bias or ex parte contacts. Failure to file an objection to the hearing officer within the ten days shall waive any objection to the hearing officer.

~~c.~~ All appeals must be heard and a decision rendered within 90 days after the appeal record has been prepared. The hearing officer may, for good cause shown, extend the time for hearing.

d. The hearing officer will hold a preconference hearing to develop a briefing schedule, set a hearing date, and address other matters as needed related to the appeal hearing.

~~e.~~ The appellant, appellee, owner of the property that is the subject of the action or determination, and their representatives shall be provided not less than 15 days' written notice of the time and place of the appeal hearing.

~~d. The City Clerk shall identify the hearing officer in the notice of hearing. All parties shall have five days from the date of the notice to object to the hearing officer based upon conflicts of interest, personal bias or ex parte contacts. Failure to file an objection to the hearing officer within the 10 days shall waive any objection to the hearing officer.~~

~~e.~~ f. A notice of hearing shall be published at least once during the calendar week prior to the appeal hearing date and the notice shall contain:

1. A brief description of the proposal on which the public body is to act;
2. A legal or common description of the property involved and a street address;
3. Date, time and place of the public hearing;
4. A statement that the complete proposal is available for review, specifying the particular City office where the proposal may be examined.

Two weeks prior to the appeal hearing, the notice of hearing discussed in this subsection shall be mailed to owners of record on the Borough Assessor's records of real property within a 300-foot periphery of the site that is the subject of the proposed action.

g. An electronic recording shall be kept of the entire proceeding. The electronic recording shall be preserved for one year unless required for further appeals. No recording or minutes shall be kept of deliberations that are not open to the public.

~~21.93.530 — Prehearing conference.~~

~~The hearing officer will hold a preconference hearing to develop a briefing schedule, set a hearing date, and address other matters as needed related to the appeal hearing.~~

Section 3. Homer City Code 21.93.550 Hearing officer decision is hereby amended as follows:

21.93.550 Hearing officer decision.

The hearing officer may affirm or reverse the decision of the lower administrative body in whole or in part. A decision affirming, reversing, or modifying the decision appealed from shall be in a form that finally disposes of the case on appeal, except where the case is remanded for further proceedings. **A decision by the hearing officer is a final administrative decision appealable under Homer City Code 21.91.130 and is not subject to reconsideration.**

Section 4. Homer City Code 21.93.710 Ex parte communication prohibited is hereby amended as follows:

21.93.710 Ex parte communication prohibited.

a. The hearing officer appointed to review a decision issued by the Commission shall not have ex parte communication with any person. "Ex parte communication" means to communicate, directly or indirectly, with the appellant, other parties or persons affected by the appeal, or members of the public concerning an appeal or issues specifically presented in the notice of appeal, either before the appeal hearing or during any period of time the matter is under consideration ~~or subject to reconsideration~~, without notice and opportunity for all parties to participate in the communication.

b. This section does not prohibit:

1. Communications between municipal staff and Commission or the hearing officer where:

a. Such staff members are not themselves parties to the appeal; and

b. Such communications do not furnish, augment, diminish, or modify the evidence in the record on appeal.

2. Communications between the Commission and its legal counsel.

c. Repealed by Ord. 21-44(S).

d. Repealed by Ord. 21-44(S).

e. Repealed by Ord. 21-44(S).

f. It is a violation, subject to penalties and other enforcement remedies under this title:

1. For any person to knowingly have or attempt to have ex parte communication with a hearing officer in violation of subsection (a) of this section.

2. For the hearing officer to knowingly receive an ex parte communication in violation of subsection (a) of this section.

3. For the hearing examiner to knowingly fail to place on the record any matter that is an ex parte contact.

Section 5. 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:

167 First Reading:
168 Public Hearing:
169 Second Reading:
170 Effective Date:



City of Homer

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Staff Report PL 22-37

TO: HOMER PLANNING COMMISSION
FROM: RICK ABOUD, AICP, CITY PLANNER
DATE: MAY 18, 2022
SUBJECT: COASTAL SETBACKS

Introduction

The Planning Commission has reviewed a draft of the Coastal Bluff Stability Assessment for Homer developed by the State of Alaska Division of Geological & Geophysical Surveys (DGGS). After considering the study recommendations and draft code developed to address coastal erosion, we are holding a public hearing to receive comments on revised code language.

Analysis

Earlier staff reports and the DGGS study recognized that our current definition of 'coastal bluff' did not apply to the majority of the features found on the Homer coastline and our erosion hazard does not depend on the height of a coastal bluff alone. In order to provide a more useful measure of distance from the eroding hazard we are proposing a change in the term 'coastal bluff' and propose a definitive setback.

'Coastal bluff' is now referred to as 'coastal edge'. This change allows us to retain the definition of 'bluff' for use in non-coastal applications. The definition of coastal edge is dynamic in that it describes the manifestation of a feature associated active erosion near the coast. The draft ordinance replaces the term 'coastal bluff' found throughout code.

Setbacks from the 'coastal edge' are found on lines 92-98. This describes a 40' setback starting on the east extent of town, excludes the Spit, and continues until a transition to a 60' setback just west of Soundview Avenue (see attachment). This provides a recommended distance from the predicted 30 year erosion rate for the vast majority land likely to be developed. Since we rely on data that has "inherent uncertainties", we should reflect on our experiences every 5-10 years or after significant events to keep current.

A property owner may propose to build closer than the setback and would need to gain approval of a Conditional Use Permit with a site plan approved by the City Engineer under HCC 21.44.050. Other proposed changes include the exclusion of the City Planner in approving erosion control methods and determining development meant to stabilize an eroding bluff, this will be left to the City Engineer.

Staff Recommendation

Conduct a public hearing and make recommendation for adoption by the City Council.

Attachments

Draft Ordinance

Setback map

CITY OF HOMER
HOMER, ALASKA

Planning Commission

ORDINANCE 22-xx

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
AMENDING TITLE 21.03.040 DEFINITIONS USED IN ZONING CODE,
TITLE 21.44 SLOPES, TITLE 21.50.020 SITE DEVELOPMENT
STANDARDS – LEVEL ONE, AND TITLE 21.50.020 SITE
DEVELOPMENT STANDARDS – LEVEL TWO

WHEREAS, The State of Alaska Division of Geological & Geophysical Surveys (DGGS) provided a study entitled Coastal Bluff Stability Assessment for Homer Alaska; and

WHEREAS, The study provided information and technical assistance to improve regulation of the coastline susceptible to erosion; and

WHEREAS, The 2018 Homer Comprehensive Plan concludes that new strategies will be needed to protect the environment as the community grows – particularly regarding drainage, erosion, open space, climate change; and

WHEREAS, The 2018 Homer Comprehensive Plan identifies that a need exists for the community to take seriously the issue of allowing ongoing shoreline development; and

WHEREAS, The Homer Planning Commission has considered the recommendations for coastal bluff definition and coastal setback policies developed by the DGGS study; and

WHEREAS, The Homer Planning Commission has found that the proposed amendments provide better measures of safety for those developing in proximity to the coastline than current code.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code Chapter 21.03.040 Definitions used in zoning code is hereby amended to read as follows:

“Coastal bluff ~~edge~~” means a bluff whose toe is **the seaward extent of a relatively flat land where a slope break or scarp occurs that is adjacent and** within 300 feet of the mean high water line of Kachemak Bay. **The chosen coastal edge must represent the seaward extent of land that is neither part of a previous landslide nor a bench on a slope.**

Section 2. Homer City Code Chapter 21.44 Slopes is hereby amended to read as follows:

Chapter 21.44 SLOPES **& COASTAL DEVELOPMENT**

21.44.010 Purpose and intent.

This chapter regulates development activity and structures in areas affected by slopes, bluffs, ~~coastal bluffs~~, and ravines, **and the coastal edge**, and provides the means for additional review and protection to encourage safe and orderly growth to promote the health, welfare and safety of Homer residents.

21.44.020 Applicability.

a. This chapter applies to all development activity that disturbs the existing land surface, including without limitation clearing, grading, excavating and filling in areas that are subject to any of the following conditions:

1. Lots with average slopes 15 percent or greater, bluffs, coastal ~~bluffs~~ **edge** and ravines;
2. Located within 40 feet of the top or within 15 feet of the toe of a steep slope, bluff, coastal ~~bluff~~ **edge** or ravine; and
3. Any other location where the City Engineer determines that adverse conditions associated with slope stability, erosion or sedimentation are present.

b. This chapter imposes regulations and standards in addition to the requirements of the underlying zoning district(s). [Ord. 08-29, 2008].

21.44.030 Slope development standards.

The following standards apply to all development activity on a site described in HCC 21.44.020:

a. No development activity, including clearing and grading, may occur before the issuance of a zoning permit under Chapter 21.70 HCC.

b. Area of Development.

1. Except where the City Engineer approves a site plan under HCC 21.44.050 that provides for a larger area of development, the area of development on a lot with an average slope:

- a. Of 15 to 30 percent shall not exceed 25 percent of the total lot area.
- b. Greater than 30 percent but less than 45 percent shall not exceed 10 percent of the total lot area.

2. The area of development on a lot with an average slope of 45 percent or greater shall not exceed the area of development described in a site plan approved by the City Engineer under HCC 21.44.050.

c. Setbacks. Subject to the exceptions to setback requirements in HCC 21.44.040, all development activity is subject to the following setback requirements:

1. No structure may be closer to the top of a ravine, steep slope or ~~noncoastal~~ bluff than the lesser of:

a. Forty feet; or

b. One-third of the height of the bluff or steep slope, but not less than 15 feet.

2. No structure may be closer than 15 feet to the toe of a bluff ~~other than a coastal bluff~~.

3. ~~No structure may be closer than 40 feet to the top of a coastal bluff and closer than 15 feet to the toe of a coastal bluff.~~ **Structures shall be setback 40 feet the coastal edge starting at the eastern extent of the City of Homer, adjacent to Kachemak Bay extending to the north-south Section Line dividing Sections 19 & 24 Township 6 South Range 14 West Seward Meridian, and excluding all property South of Mile Post 175 of the Sterling Highway. All structures west of the section line shall be setback 60 foot from the coastal edge. No structure may be placed closer than 15 feet from the toe of a coastal edge.**

d. Natural Drainage. The site design and development activity shall not restrict natural drainage patterns, except as provided in this subsection.

1. To the maximum extent feasible, the natural surface drainage patterns unique to the topography and vegetation of the site shall be preserved. Natural surface drainage patterns may be modified only pursuant to a site plan approved by the City Engineer under HCC 21.44.050, and upon a showing that there will be no significant adverse environmental impacts on the site or on adjacent properties. If natural drainage patterns are modified, appropriate soil stabilization techniques shall be employed.

2. The site shall be graded as necessary to ensure that drainage flows away from all structures for a distance of at least 10 feet, especially where building pads are cut into hillsides.

3. The development activity shall not cause an adverse effect on adjacent land and surrounding drainage patterns.

e. Erosion Control.

1. Erosion control methods approved by the ~~City Planner and~~ City Engineer, including without limitation sediment traps, small dams and barriers, shall be used during construction and site development to protect water quality, control soil erosion and control the velocity of runoff.

2. Winter Erosion Control Blankets. If development on a slope is not stabilized by October 15th, erosion control blankets (or a product with equivalent performance characteristics) must be installed upon completion of the seasonal work, but no later than October 15th. The erosion control blankets shall remain in place until at least the following May.

3. Vegetation shall remain undisturbed except as necessary to construct improvements and to eliminate hazardous conditions, in which case it must be replanted with approved materials including ground cover, shrubs and trees. Native vegetation is preferred for replanting operations, and will be used where practicable.

4. Grading shall not alter the natural contours of the terrain except as necessary for building sites or to correct unsafe conditions. The locations of buildings and roads shall be planned to follow and conform to existing contours as nearly as possible. [Ord. 08-29, 2008].

21.44.040 Exceptions to setback requirements.

a. Any of the following may be located within a setback required by HCC 21.44.030(c):

1. A deck extending no more than five feet into the required setback.
2. An unoccupied accessory structure having a building area not greater than 200 square feet that is no closer than 15 feet to the top of any bluff or ravine.
3. A boardwalk, sidewalk, foot path or stairway that provides access to a beach, bluff or accessory structure, and that is located at or within three feet above ground level.
4. Development activity that the ~~City Planner~~ **City Engineer** determines is reasonably intended to stabilize an eroding coastal **bluff edge**.

b. No structure other than a structure described in subsection (a) of this section may be located in a required setback without a conditional use permit issued in accordance with Chapter 21.71 HCC and a site plan approved by the City Engineer under HCC 21.44.050. [Ord. 08-29, 2008].

21.44.050 Site plan requirements for slope development.

a. No permit for development activity for which HCC 21.44.030 or 21.44.040(b) requires a site plan may be approved unless the City Engineer approves a site plan for the development activity that conforms to the requirements of this section. The City Engineer shall accept or reject the plan as submitted or may require that specific conditions be complied with in order for the plan to meet approval.

b. The site plan shall be prepared by a qualified geotechnical engineer licensed to practice in the State of Alaska and shall include the following information:

1. The location of all watercourses, water bodies, and wetlands within 100 feet of the location of the proposed development activity.

2. The location of all existing and proposed drainage structures and patterns.
3. Site topography shown by contours with a maximum vertical interval of five feet.
4. The location of all proposed and existing buildings, utilities (including on-site well and septic facilities), driveways and streets.
5. The location of all existing vegetation types including meadow, forest and scrub lands, identifying all areas of vegetation that will be removed as well as vegetation to be preserved or replaced. Specifications for revegetation shall also be included.
6. Specific methods that will be used to control soil erosion, sedimentation, and excessive stormwater runoff during and after construction.
7. A description of the stability of the existing soils on site and a narrative and other detail sufficient to demonstrate the appropriateness of the development and construction methods proposed.
8. A grading plan for all areas that will be disturbed by the development activity.
9. A slope stability analysis including the following:
 - a. Summary of all subsurface exploration data, including subsurface soil profile, exploration logs, laboratory or in situ test results, and groundwater information;
 - b. Interpretation and analysis of the subsurface data;
 - c. Summary of seismic concerns and recommended mitigation;
 - d. Specific engineering recommendations for design;
 - e. Discussion of conditions for solution of anticipated problems;
 - f. Recommended geotechnical special provisions;
 - g. An opinion on adequacy for the intended use of sites to be developed by the proposed grading as affected by soils engineering factors, including the stability of slopes.

Section 3. Homer City Code Chapter 21.50.020 Site development standards – level one is hereby amended to read as follows:

21.50.020 Site development standards – Level one.

This section establishes level one site development standards.

a. Slopes. All development on a site affected by a slope of 15 percent or more, bluff, coastal **bluff edge** or ravine, as described in HCC 21.44.020, shall be subject to the requirements of Chapter 21.44 HCC in addition to the requirements of this section.

b. Drainage. All development activity on lands shall conform to the following:

1. Development shall provide a drainage system that is designed to deposit all runoff into either an engineered drainage system or into a natural drainage.
2. Where open-ditch construction is used to handle drainage within the development, a minimum of 15 feet shall be provided between any structures and the top of the bank of the defined channel of the drainage ditch.

3. When a closed system is used to handle drainage within the development, all structures shall be a minimum of 10 feet from the closed system.

c. Landscaping Requirements. All development activity on lands shall conform to the following:

1. Development activities shall not adversely impact other properties by causing damaging alteration of surface water drainage, surface water ponding, slope failure, erosion, siltation, intentional or inadvertent fill or root damage to neighboring trees, or other damaging physical impacts. The property owner and developer shall take such steps, including installation of culverts or buffers, or other methods, as necessary to comply with this requirement.

2. Upon completion of earthwork, all exposed slopes and all cleared, filled, and disturbed soils shall be protected against subsequent erosion by methods such as, but not limited to, landscaping, maintenance of native vegetative cover, or plantings to minimize invasive species.

3. All exposed, cleared, filled and disturbed soils shall be revegetated within nine months following the initiation of earthwork, or reseeded by the next August 31st. Native revegetation is acceptable if the site naturally revegetates within that nine-month period. If native revegetation is not successful within that nine-month period, the property owner and developer shall revegetate by other means no later than the end of that nine-month period.

4. Drainage can be stabilized by other means than vegetation, if approved in writing by the City Engineer.

d. A stormwater plan approved under Chapter 21.75 HCC is required for development that:

1. Creates more than 25,000 square feet of new impervious surface area on a lot;
2. Increases the total impervious surface area of a lot beyond one acre;
3. Includes grading, excavation or filling that cumulatively moves 1,000 cubic yards or more of material; or
4. Includes grading, excavation or filling that creates a permanent slope of 3:1 or more, and that has a total height, measured vertically from toe of slope to top of slope, exceeding 10 feet.

Section 4. Homer City Code Chapter 21.50.030 Site development standards – level two is hereby amended to read as follows:

21.50.030 Site development standards – Level two.

This section establishes level two site development standards.

a. Site Development.

1. Development shall not adversely impact other properties by causing damaging alteration of surface water drainage, surface water ponding, slope failure, erosion, siltation, or root damage to neighboring trees, or other adverse effects.
2. Upon completion of earthwork, all exposed slopes and all cleared, filled, and disturbed soils shall be protected against subsequent erosion by methods such as, but not limited to, landscaping, planting, and maintenance of vegetative cover.
3. All exposed, cleared, filled and disturbed soils shall be revegetated within nine months following the initiation of earthwork.

b. Slopes. All development on a site affected by a slope of 15 percent or more, bluff, coastal **bluff edge** or ravine, as described in HCC 21.44.020, shall be subject to the requirements of Chapter 21.44 HCC in addition to the requirements of this section.

c. Drainage.

1. Development shall provide a drainage system, as approved by the City, that is designed to deposit all runoff into either an engineered drainage system or into a natural drainage.
2. Where open-ditch construction is used to handle drainage within the development, a minimum of 15 feet shall be provided between any structures and the top of the bank of the defined channel of the drainage ditch.
3. When a closed system is used to handle drainage within the development, all structures shall be a minimum of 10 feet horizontally from the closed system.
4. Drainage can be stabilized by methods other than vegetation, if approved in writing by the City Engineer.

d. A development activity plan (DAP) approved by the City under Chapter 21.74 HCC is required if the project includes:

1. Land clearing or grading of 10,000 square feet or greater surface area;
2. The cumulative addition of 5,000 square feet or greater of impervious surface area from pre-development conditions;
3. Grading involving the movement of 1,000 cubic yards or more of material;
4. Grading that will result in a temporary or permanent slope having a steepness of 3:1 or greater and having a total slope height, measured vertically from toe of slope to top of slope, exceeding five feet;
5. Grading that will result in the diversion of an existing drainage course, either natural or human-made, from its existing point of entry to or exit from the grading site; or
6. Any land clearing or grading on a slope steeper than 20 percent, or within 20 feet of any wetland, watercourse, or water body.

e. A stormwater plan (SWP) approved under Chapter 21.75 HCC is required if the project includes:

1. An impervious surface coverage that is greater than 60 percent of the lot area (existing and proposed development combined);
2. The cumulative addition of 25,000 square feet or greater of impervious surface area from the pre-development conditions;
3. Land grading of one acre or greater surface area;
4. Grading involving the movement of 10,000 cubic yards or more of material;
5. Grading that will result in a temporary or permanent slope having a steepness of 3:1 or greater and having a total slope height, measured vertically from toe of slope to top of slope, exceeding 10 feet; or
6. Any land clearing or grading on a slope steeper than 25 percent, or within 10 feet of any wetland, watercourse, or water body.

f. Landscaping requirements. All development shall conform to the following landscaping requirements:

1. Landscaping shall include the retention of native vegetation to the maximum extent possible and shall include, but is not limited to, the following:

a. Buffers.

- i. A buffer of three feet minimum width along all lot lines where setbacks permit; except where a single use is contiguous across common lot lines, such as, but not limited to, shared driveways and parking areas. Whenever such contiguous uses cease the required buffers shall be installed.
- ii. A buffer of 15 feet minimum width from the top of the bank of any defined drainage channel or stream.

b. Parking Lots.

- i. A minimum of 10 percent of the area of parking lots with 24 spaces or more shall be landscaped in islands, dividers, or a combination of the two;
- ii. Parking lots with 24 spaces or more must have a minimum 10-foot landscaped buffer adjacent to road rights-of-way;
- iii. Parking lots with only one single-loaded or one double-loaded aisle that have a 15-foot minimum landscaped buffer adjacent to road rights-of-way are exempt from the requirement of subsection (f)(1)(b)(i) of this section.

2. Topsoil addition, final grading, seeding, and all plantings of flora must be completed within nine months of substantial completion of the project, or within the first full growing season after substantial completion of the project, whichever comes first. Required landscaping will be maintained thereafter, with all shrubs, trees, and ground cover being replaced as needed.

Section 5. 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 Hearing:

Second Reading:

Effective Date:



60' setback

40' setback

40' setback

Proposed setback from coastal edge.
KBP Map Viewer, accessed 5.10.22



City of Homer

www.cityofhomer-ak.gov

Planning

491 East Pioneer Avenue
Homer, Alaska 99603

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

Staff Report 22-38

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner AICP
FROM: Julie Engebretsen, Economic Development Manager
DATE: May 18, 2022
SUBJECT: Vacation of a Drainage Easement

Requested Action: Take public comment and make a recommendation on the vacation of a drainage easement.

General Information:

Applicants:	Maxim Matveev 3080 Kilokak Ave Homer, AK 99603
Location:	South side of Shelly Avenue, between Soundview Ave and West Hill Road
Parcel ID:	17524128
Zoning Designation:	Rural Residential District (rezone to Urban Residential in process)
Existing Land Use:	vacant
Surrounding Land Use:	Vacant land. New single family homes are under construction in the immediate area.
Wetland Status:	See Drainage Overview Map
Flood Plain Status:	Zone D, flood hazards undetermined
BCWPD:	Not within the Bridge Creek Watershed Protection District.
Utilities:	City water and sewer are available
Public Notice:	Notice was sent to 19 property owners of 50 parcels as shown on the KPB tax assessor rolls.

Analysis: The borough includes drainage easements in their definition of utility easements. The city has two roles in the utility easement vacation process; the Planning Commission makes a recommendation, and the City (Public Works) also makes a recommendation as the local utility provider. The Planning Commission has the opportunity to hear from nearby land owners if they have concerns, followed by a recommendation to the Kenai Peninsula Borough.

A statement of objection or non-objection from Public Works was not available at the time of packet publication. Comments will be provided as part of the supplemental packet before or at the meeting. Public Works comments are independent of the Planning Commission under the Borough process.

The easement requested for vacation does not appear to have actual water flow; the Army Corps of Engineer delineation shows actual flow is on the western lot line. The drainage easement along the eastern lot line will remain unchanged. The portion requested for vacation crosses the building site of the lot, and it is no longer needed – see application statement. Staff recommends hearing any public comments, and making a recommendation to the Kenai Peninsula Borough to vacate the drainage easement.

Public Works Comments: Will be in the supplemental packet.

Staff Recommendation:

Planning Commission recommend approval of the easement vacation.

Attachments:

1. Vacation petition with map and statement of vacation request
2. City of Homer Planning Staff map of actual drainages and easements
3. Public Notice
4. Aerial Map

Lot 58, Lillian Walli Estate (HM 88-16)
Drainage Easement Vacation
REASON FOR ALTERATION

The easement being vacated is a drainage easement that the City of Homer no longer needs or wants. Road construction has taken place recently in the adjoining Shelley Avenue right-of-way and the drainage pattern no longer goes through the easement area. This is not a public utility easement so no public utilities have been contacted.



Planning Department

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

PETITION FOR ALTERATION TO PLATTED UTILITY EASEMENT

PUBLIC HEARING REQUIRED

Upon receipt of complete application with fees and all required attachments, a public hearing before the Planning Commission will be scheduled. The petition with all required information and attachments must be in the Planning Department at least 30 days prior to the Planning Commission hearing date. By State Statute and Borough Code, the public hearing must be scheduled within 60 days of receipt of a complete application.

SUBMITTAL REQUIREMENTS

A utility easement alteration application will be scheduled for the next available planning commission meeting after a complete application has been received.

- ☒ non-refundable fee to help defray costs of advertising public hearing.
- ☒ Utility easement requested to be altered was granted by subdivision plat, filed as Plat No. 88-16 in Homer Recording District. **OR**
- ☐ Comments from _____ Electric Association attached.
- ☐ Comments from _____ Gas Company attached.
- ☐ Comments from _____ Telephone Company attached.
- ☐ Comments from _____ Cable Company attached.
- ☐ Comments from KPB Roads Department attached.
- ☐ Comments from City Advisory Planning Commission (if located within a city). Copy of minutes at which this item was acted on, along with a copy of City Staff Report.
- ☒ 1 copy of the plat or map showing the utility easement to be altered. Must not exceed 11 x 17 inches in size. Area to be altered shall be marked clearly with cross hatching or other identifiable markings.
- ☐ If an existing improvement is encroaching into the easement, an As-Built drawing depicting the encroachment must be attached.
- ☐ Yes ☒ No Is the utility easement in use by any utility company? If yes, which utility?

- ☒ **REASON FOR ALTERATION** The petitioner must attach a statement with reasonable justification for the alteration utility easement.
- Alteration of utility easement will be finalized by ☒ resolution ☐ plat

LEGAL DESCRIPTION OF PARCEL CONTAINING THE UTILITY EASEMENT TO BE ALTERED:

Lot 58, Lillian Walli Estate	
Section, township, range <u>E1/2 NE1/4 Section 24, T. 6 S., R. 14 W., S.M., AK</u>	
City (if applicable) <u>Homer</u>	General area <u>West Hill Road</u>

Owners of the parcel affected by the platted utility easement must sign the petition. Each petitioner must include address and legal description of his/her property. Attach additional signature sheets if needed.

Submitted by: ☒ **Petitioner** ☐ **Representative**

Name (printed): <u>Maxim Matveev</u>	Signature <u>[Signature]</u>
e-mail: <u>faceoffak@gmail.com</u>	Address: <u>3080 kilokak ave homer ak 99603</u>
Owner of: <u>Peninsula Builders, LLC</u>	

Petitioners:

Name (printed):	Signature
e-mail:	Address:
Owner of:	

Petitioners:

Name (printed):	Signature
e-mail:	Address:
Owner of:	

FOR OFFICE USE ONLY

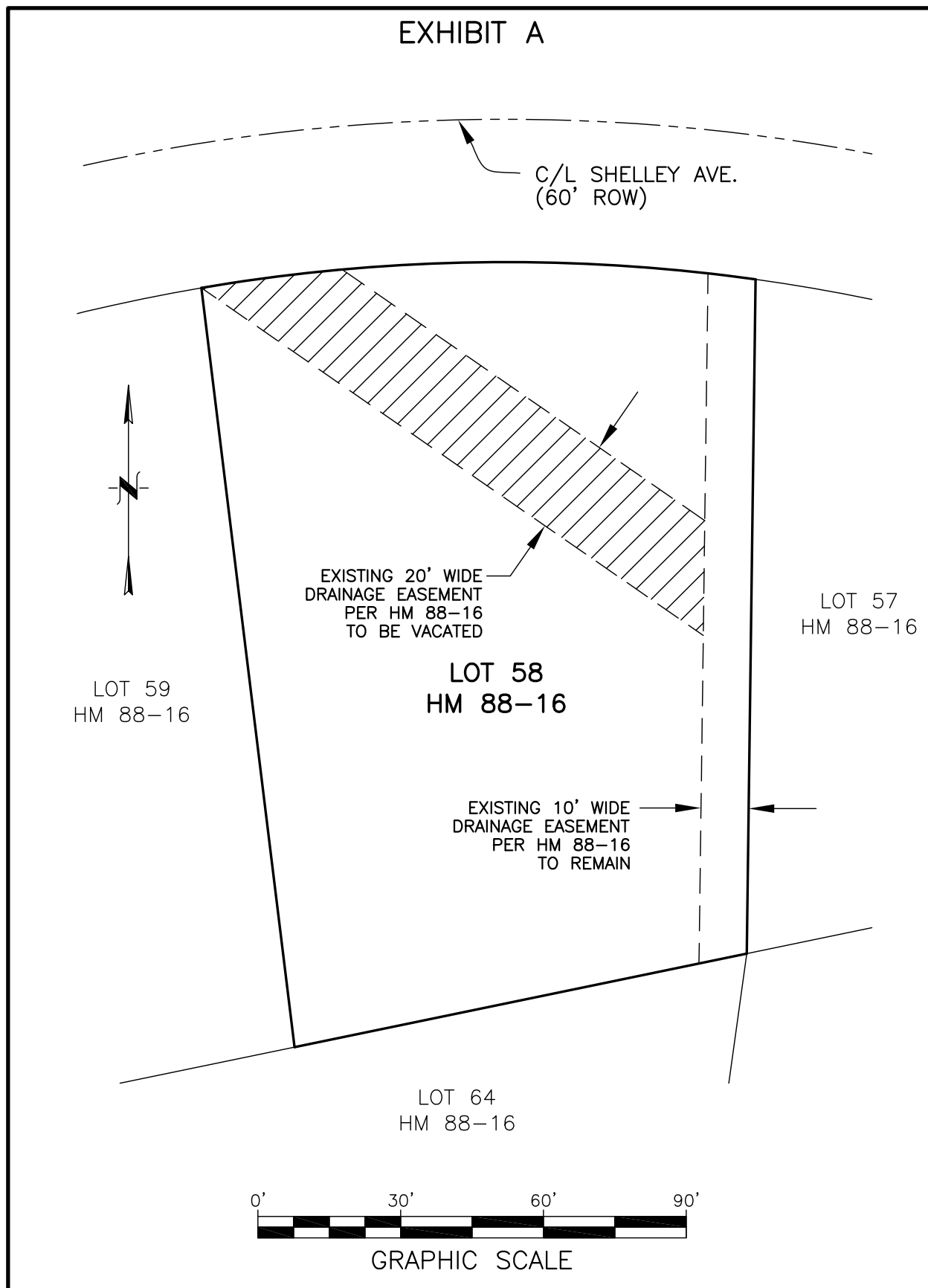
RECEIVED BY _____

DATE SUBMITTED _____

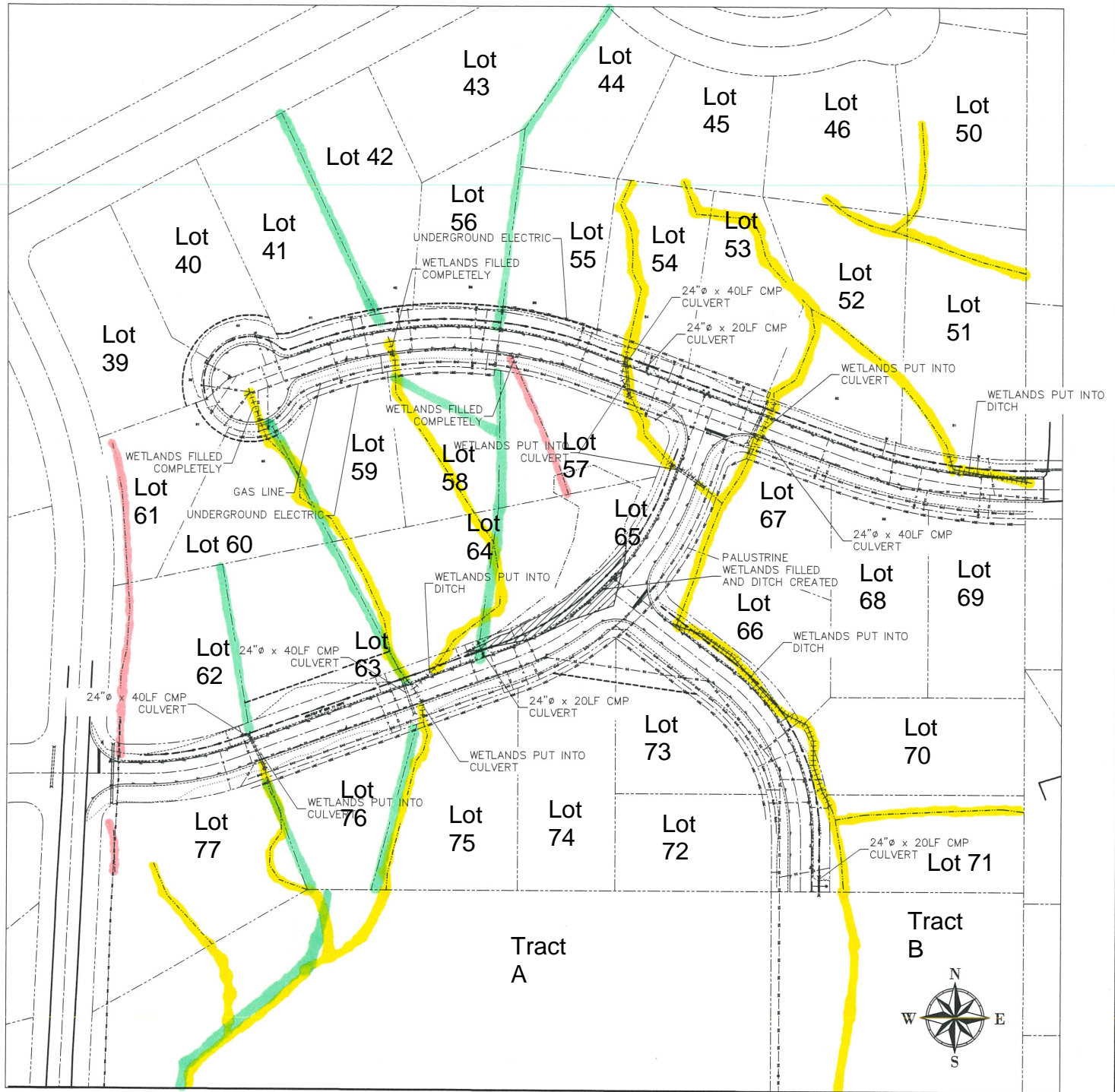
41

KPB FILE # _____

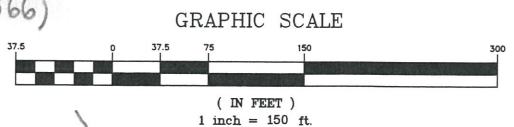
EXHIBIT A



Lillian Walli South Regulatory Drainage Overview Map - TB Oct. 2021



- Non-Jurisdictional Waters (POA-2020-00566)
- Jurisdictional Waters (POA-2020-00566)
- 20 ft. Drainage Easement, City (Plat HM 88-16)



NOTES:		PANNONE ENG SVC, LLC (C.I. 1088) P.O. BOX 1807 PALMER, AK 99645 PHONE (907) 745-8200 FAX (907) 745-8201	POA-2020-00566 Kachemak Bay 59.6449° N; 151.574° W Sheet 2 of 4 February 17, 2021
LILLIAN WALLI SUBDIVISION			
WETLANDS			
DRAWN	XXX		
SITE PLAN		SITE PLAN LILLIAN WALLI SUBDIV	43

NOTICE OF PETITION FOR ALTERATION TO PLATTED UTILITY EASEMENT

Public notice is hereby given that a petition has been received proposing to vacate an existing drainage easement. You are being sent this notice because you are a property owner within 500 feet of the affected parcel and are invited to comment. The drainage easement is located on the property described as:

Lot 58 Lillian Walli Estate Subdivision Sec. 24, T. 6 S., R. 14 W., S.M., HM 0880016

The location of the proposed drainage easement vacation affecting you is provided on the attached map. A recorded plat showing the existing drainage easement may be viewed at the City of Homer Planning and Zoning Office. Utility Easement Alterations and Vacations are conducted in accordance with the City of Homer Subdivision Ordinance and the Kenai Peninsula Borough Subdivision Ordinance. A copy of the Ordinance is available from the Planning and Zoning Office. **Comments should be guided by the requirements of those Ordinances.**

A public meeting will be held by the Homer Planning Commission on Wednesday, May 18, 2022 at 6:30 p.m. In-person meeting participation is available in Cowles Council Chambers located downstairs at Homer City Hall, 491 E. Pioneer Ave., Homer, AK 99603. To attend the meeting virtually, visit zoom.us and enter the Meeting ID & Passcode listed below. To attend the meeting by phone, dial any one of the following phone numbers and enter the Webinar ID & Passcode below, when prompted: 1-253-215-8782, 1-669-900-6833, (toll free) 888-788-0099 or 877-853-5247.

Meeting ID: 979 8816 0903

Passcode: 976062

Additional information regarding this matter will be available by 5pm on the Friday before the meeting. This information will be posted to the City of Homer online calendar page for May 18, 2022 at <https://www.cityofhomer-ak.gov/calendar>. It will also be available at the Planning and Zoning Office at Homer City Hall and at the Homer Public Library.

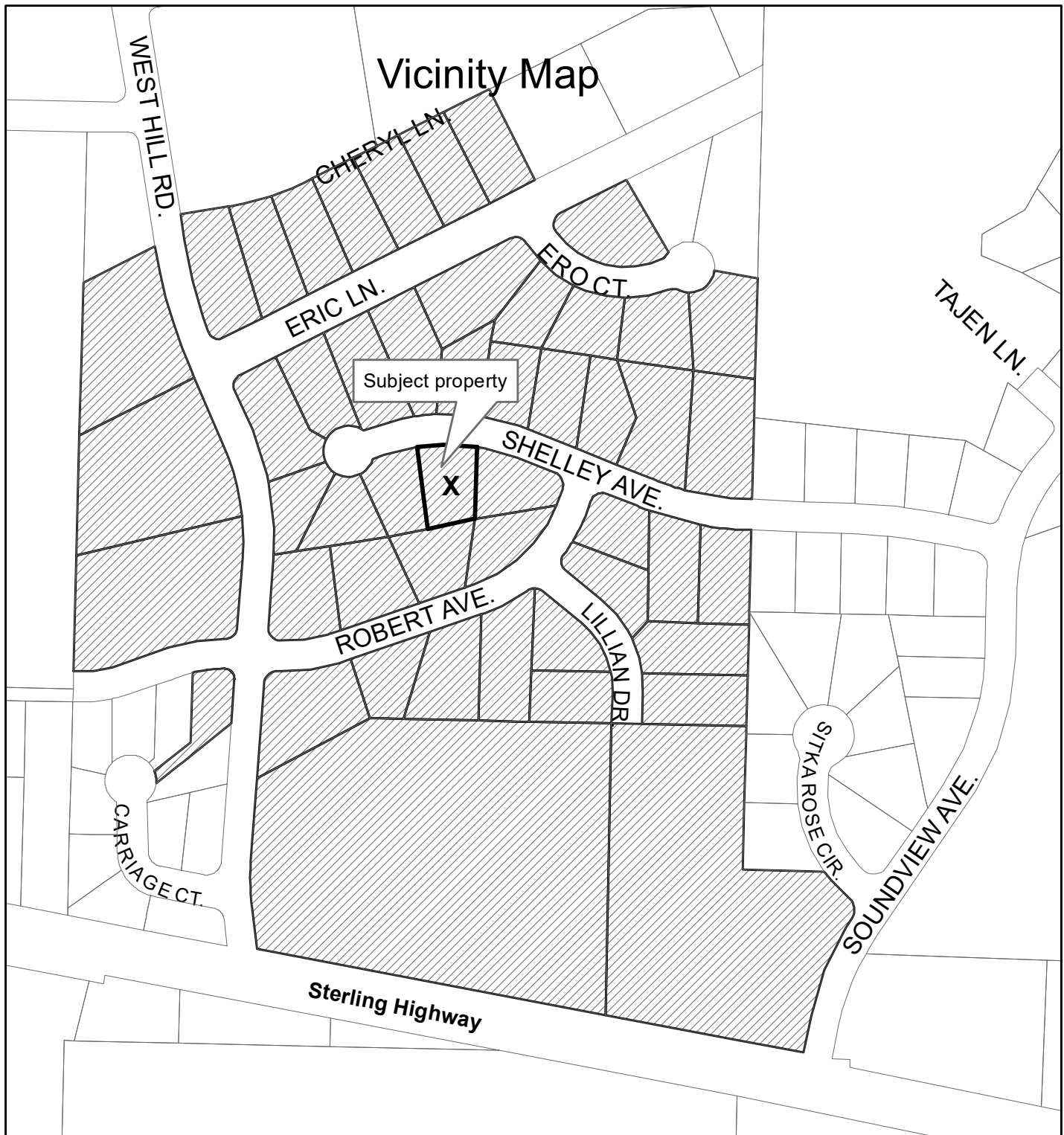
Written comments can be emailed to the Planning and Zoning Office at the address below, mailed to Homer City Hall at the address above, or placed in the Homer City Hall drop box at any time. Written comments must be received by 4pm on the day of the meeting.

If you have questions or would like additional information, contact Rick Abboud at the Planning and Zoning Office. Phone: (907) 235-3106, email: planning@ci.homer.ak.us, or in-person at Homer City Hall.

NOTICE TO BE SENT TO PROPERTY OWNERS WITHIN 500 FEET OF PROPERTY.

.....

VICINITY MAP ON REVERSE



City of Homer
Planning and Zoning Department

May 5, 2022

Vacation of a Drainage Easement Lot 58

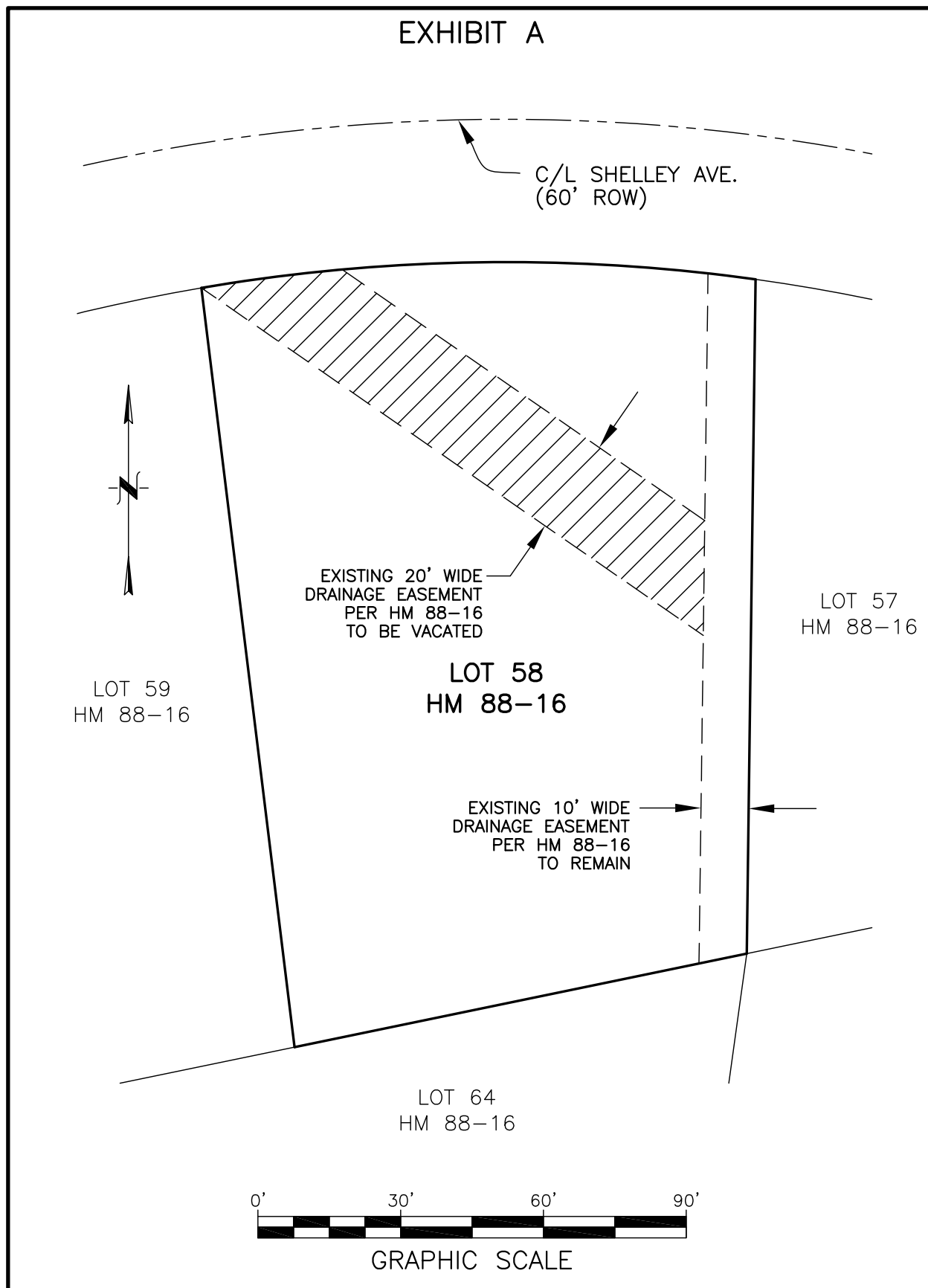
Marked lots are within 500 feet
 and property owners notified.

0 250 500
 Feet



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

EXHIBIT A





HILLSIDE PL

ERIC LN

RO CT

TAJEN LN

CABANA CT

DAYBREEZE CT

CALAMARI CT

SOUNDVIEW AVE

X

SHELLEY AVE

ROBERT AVE

LILLIAN DR

ROBERT AVE

CARRIAGE CT

WESTHILL RD

SITKA ROSE CIR

POPPY CIR

FOREST GLEN DR

APRIL PL

GLENVIEW ST

STERLING HWY

47



City of Homer

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(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: May 5, 2022
SUBJECT: City Manager's Report for May 9, 2022 Council Meeting

Port Expansion – State Match is in Capital Budget

A draft of the State's capital budget released on April 27th included \$750,000 for a general investigation study of the large vessel port expansion project. These state funds, matched with the \$750,000 the City of Homer has already set aside for this project, make up the "local" match for a general investigation with the Army Corps of Engineers. From here, we have two major objectives: 1. Keep the state funding in the budget (nothing is final until the Governor signs the budget), 2. Convince the Army Corps of Engineers to authorize a new start general investigation. On a related note, the budget also fully funds the Municipal Harbor Grants program for the first time in many years.

Green Stormwater Infrastructure Program Added to Governor's GO Bond Package

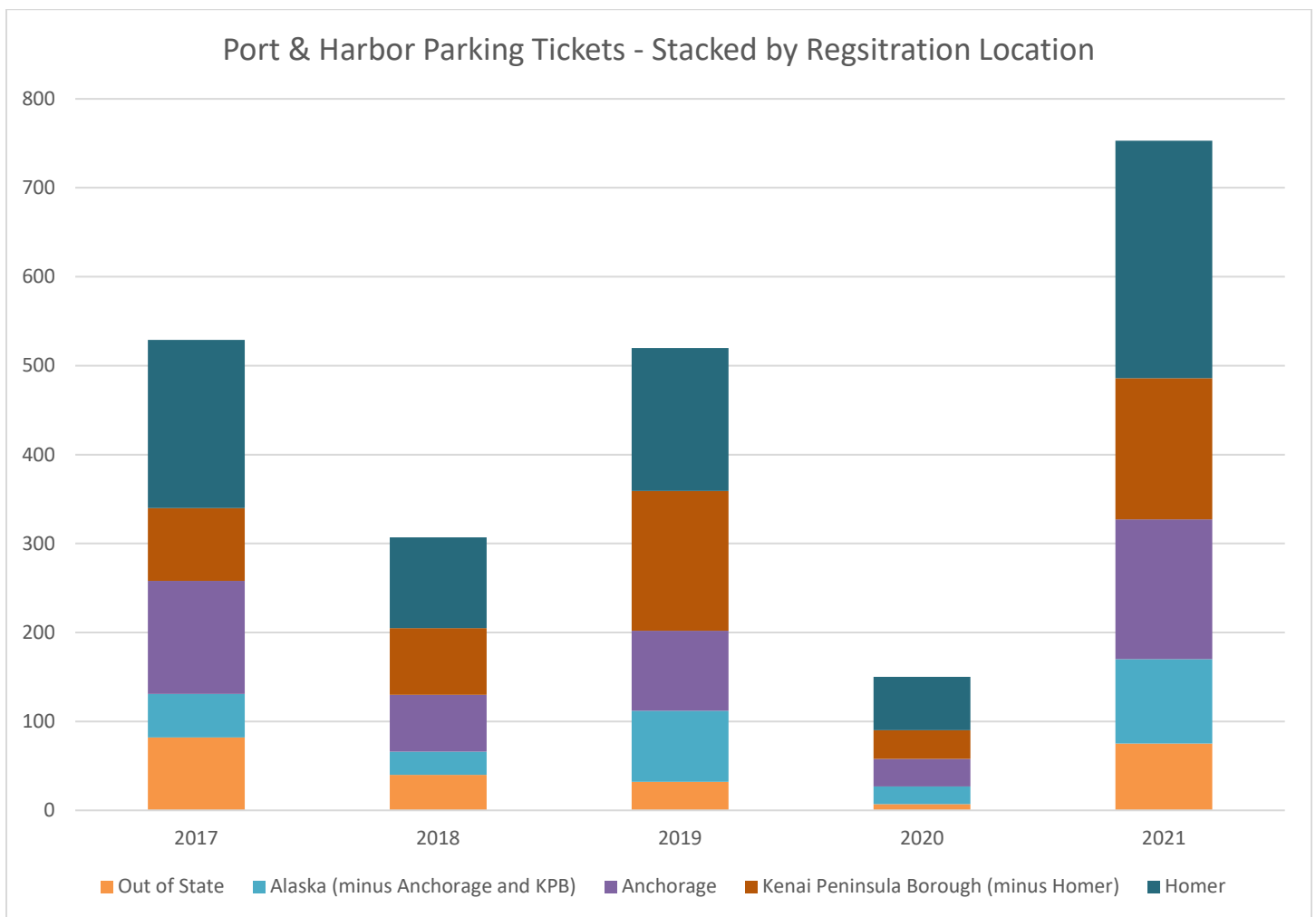
The political future of the Governor's GO Bond package remains uncertain, however, it continues to move through the processes it needs to complete if it is to have an opportunity to be seen on a future ballot. In the most recent draft, \$3,725,000 was included for the "Homer slope stability and erosion mitigation program" which is another way to refer to the green stormwater infrastructure program. Staff will continue to follow the GO Bond package and report back any notable changes.

Spit Parking Follow Up

At the March 25th meeting, Council received a presentation from HDL regarding parking on the spit. The Port & Harbor Commission has provided commentary via a memo (attached, along with minutes). During the meeting I mentioned that I had done a rough analysis of where vehicles receiving tickets are registered with some help from Harbor and Finance staff. Below is an overview of the data I referenced.

Table 1: Harbor parking ticket data 2017-2021, shown by number of tickets by location and percentage of tickets given in that year

Vehicle Registration Location	2017		2018		2019		2020		2021	
Out of State	82	16%	40	13%	32	6%	7	5%	75	10%
Alaska (minus Anchorage and KPB)	49	9%	26	8%	80	15%	20	13%	95	13%
Anchorage	127	24%	64	21%	90	17%	31	21%	157	21%
Kenai Peninsula Borough (minus Homer)	82	16%	75	24%	157	30%	32	21%	159	21%
Homer	189	36%	102	33%	161	31%	60	40%	267	35%
TOTAL	529	100%	307	100%	520	100%	150	100%	753	100%



Conditional Use Permit Reform

One of the biggest current planning tasks for the City is the review and processing of conditional use permits (CUPs). My perception has been that we likely perform more CUP reviews than are really necessary. To test that assumption, City Planner Rick Abboud compiled ten years of CUP data that we have been looking at for meaningful patterns. Some immediately noticeable patterns include: 96% of all CUPs that make it to the Planning Commission are approved (in large part because City staff works with potential CUP applicants to understand if their project is feasible, and if yes, how); 19% have no conditions set upon them beyond required codes; 49% are triggered by the development of more than one building (which is frequently paired with development over 8000 square feet); 49% include conditions related to lighting (which is equivalent to no condition as it's covered in HCC); and 31% include conditions related to screening a dumpster or other trash enclosure. My take away is that we should reevaluate the multiple building and site coverage triggers (assuming all else is principally permitted), consider some improved codes for things like lighting and dumpster screening, and work towards processing less CUPs. I'm looking for one or two Council sponsors who would like to be involved in this project. The project would fit inside the Council priority of modernizing the zoning code while also freeing up staff time in planning for bigger picture needs like the comprehensive plan fast forward.

Tsunami Brochure

Included with this report is the final draft of the tsunami evacuation brochure prepared by the University of Alaska Fairbanks (UAF) Alaska Earthquake Center in coordination and consultation with the City. The

brochure graphically and clearly depicts evacuation zone boundaries which follow road and property line boundaries (where logical) near the modeled inundation zone. It also directs readers to local sources of information for preparedness and for directions during an event. We are very pleased to have this resource to help inform and educate both residents and the visiting public. The AK Earthquake Center will be providing us with printed brochures sometime this summer, which we plan to distribute to all City utility customers. We will also be developing a plan to make additional brochures available to businesses located in and near the inundation zone.



Figure 1: City and Borough staff review maps with Dr. Sulemani from UAF's Alaska Earthquake Center

Climate Risk Hazard Mapping Assessment

Woodwell Climate Research Center (WCRC) completed Climate Risk Hazard Mapping Assessment for the City which is attached to this report. WCRC is an affiliate of ICLEI, the City's advisor and consultant for greenhouse gas emission tracking and community outreach. WCRC works closely with ICLEI to provide climate risk research customized to a local scale. This service was offered to Homer free of charge and took a year and a half to complete. Early consultation between Homer and Seldovia, local stakeholders, and WCRC focused the scope of risks to increases in temperature, precipitation and sea level. Expected risks are between years 2021 -2050. Baseline data range for these projections is between years 1971 – 2000.

Key findings for Homer:

- Temperature - Breaching of 1.5°C – 2°C of warming above current temperature expected to happen between years 2025-2030. An average of 18 days per year between years 2021-2050 expected to exceed maximum temperature between years 1971-2000.
- Drought – During projected time frame, Homer will experience extreme drought conditions around 20% of the time
- Wildfire – Wildfire danger days expected to increase by at least 5 days with peak of extreme fire weather shifting to August
- Precipitation – Inundation from a 1-in-100 year rain event will increase from present day to 2080. Most susceptible area to flooding are the banks of east Beluga Lake.

- Storm Surge – Risk of 1-in-100 year storm event limited almost entirely to the Spit. Largest inundation of 2 meters could occur halfway down the Spit. Inundation threat offset by ongoing process of isostatic rebound.

3rd Quarter Finance Report

Attached to this report is the FY22 third quarter report and a memo from the Finance Director with an overview of the data. The next quarterly report should be published in August.

2022 Commercial Passenger Tax Grant

Like last year, the City is expecting replacement funds for Commercial Passenger Vessel Tax (CPVT) through the State and the Kenai Peninsula Borough (KPB). The \$70,910 in total is coming from American Rescue Plan Act (ARPA) funds which means the funds have different rules than the typical CPVT disbursements we receive in regular years. Last year, these funds were used to support the City's computer-aided dispatch project. This year, we are proposing the funds go to refurbishing Crane #7 at the Fish Dock. More information is available in an attached memo from Special Projects Coordinator Jenny Carroll.

Visit with Former Governor Bill Walker

Governor Walker was in Homer campaigning for the upcoming election. His staff reached out to my office to arrange for a visit with me and some members of my leadership team. I was joined by Chief Kirko, Chief Robl, Jenny Carroll, and Jan Keiser for an hour long discussion about challenges and opportunities here in Homer. Meeting logistics were coordinated by Christine Drais.



Figure 2: Former Governor Walker visiting with staff to discuss local government issues in Homer

Enclosures:

1. May Employee Anniversaries
2. Memo and Minutes from Port and Harbor Commission regarding Spit Parking
3. Tsunami Brochure
4. Climate Risk Hazard Mapping Assessment
5. Quarterly Report for Finance
6. Memo re: 2022 Commercial Vessel Passenger Tax Grant



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: May 9, 2022
SUBJECT: May Employee Anniversaries

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

Mark Whaley	Port	17	Years
Pike Ainsworth	Port	14	Years
Don Huffnagle	Port	14	Years
Mike Gilbert	Public Works	8	Years
Jackie McDonough	Library	8	Years
Sean McGrorty	Port	6	Years
Ryan Johnson	Police	5	Years
Ralph Skorski	Public Works	2	Years
Christine Drais	Admin	1	Year
Taylor Crowder	Police	1	Year
Susan Jeffres	Library	1	Year
Sean Love	Public Works	1	Year



Memorandum

TO: HOMER CITY COUNCIL

THRU: ROB DUMOUCHEL, CITY MANAGER
BRYAN HAWKINS, PORT DIRECTOR

FROM: PORT AND HARBOR ADVISORY COMMISSION

DATE: APRIL 28, 2022

SUBJECT: IMPLEMENTATION OF SPIT PARKING PLAN RECOMMENDATIONS

At the Port and Harbor Advisory Commission's March 23rd meeting, staff presented their identified Priority Areas #1-3 from HDL's Homer Spit Parking study. Brief summary of areas are laid out below.

The PHC made a motion to support Harbor staff's suggested parking implementation plan for spring 2022 and to recommend City Council authorize the implementation of said plan and its necessary funding from Port and Harbor reserves. The commission also moved to recommend City Council approve funding to implement a paid parking program in the gravel lot between Ramps 3 and 4 as outlined in HDL's parking study by July 1, 2022, with the intent to discuss in more detail the feasibility of that action motion at their April meeting.

Further discussion of the topic at the April 25th meeting made it clear that a July 1, 2022 date of implementation was unachievable due to the need to first develop an agreement with ADOT&PF that outlines agency responsibilities and revenue sharing (as listed below in the summary), the need to price the kiosks/delivery time, seasonal harbor staffing shortages (including in parking enforcement), etc. The desired intent of the motion to move forward with the plan to make the parking between Ramps 3 and 4 into paid parking as outlined in HDL's Parking Study remains in effect and is represented in the overall support of the parking plan and funding for such listed above.

Harbor Staff is moving forward with the following to accomplish Priority #1 of the spring Plan:

- Developing Lots 9 and 10 into parking areas now, which are currently being used for gear and deck shelter storage.
- Measured and delineated approximately 10,000 square feet of space along Outer Dock Road, adjacent to the Deep Water Dock cargo storage yard, which will provide an alternate site for commercial gear storage.
- Permanent signage and parking lot delineation is pending.
- Public awareness notices have been sent to affected customers with recent commercial gear storage agreements.
- The 10 acres of gravel parking lots along Homer Spit and Freight Dock Roads have also received attention with cleaning/clearing, grading of surfaces, filled the potholes, and provided improved direction for surface water run-off.

- The new ADA dedicated paved parking spaces were also painted and defined.

Staff and the PHC are requesting councilmember support and assistance with the sponsorship and development of a funding ordinance in the near future regarding the Priority #2 parking project on the spring 2022 list: creation of an additional parking area in the vacant space between the businesses located on Freight Dock Road and the Large Vessel Haul Out facility (shown below in the summary). As this space is currently only being occasionally used for equipment storage, construction can occur during the summer season. Staff recommends making this improvement as soon as possible.

Priority Areas

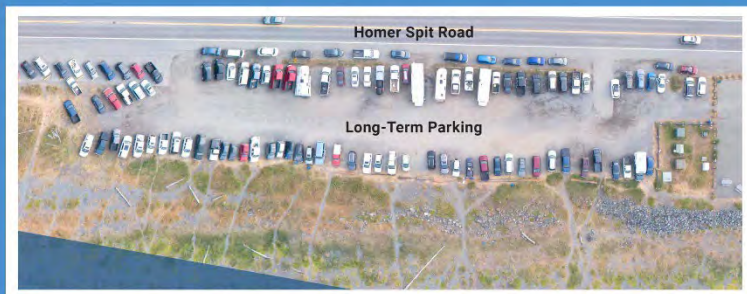


1) Lots 9 & 10 (timeline=now) work has begun with shifting gear storage from Lots 9 and 10 to alternate locations, in preparation for the spring conversion of these lots to additional parking.

2) New Parking Area (timeline= spring planning, fall 2022 to 2023 implementation) Needs: Drawings/Plans, coordination with public works, materials, funding , build season consideration/ limited windows when ground is not frozen but also low tourists.

3) The areas of parking at seafarer's and between ramps 4 and 5 (timeline= unknown, perhaps fall 2022 to 2024) These are shared lots with DOT right of way and coordination with DOT is needed to discuss any possible changes, fees, funding, and revenue allocation and spending between agencies before change can be implemented.
Needs: coordination with DOT and develop an agreement that outlines agency responsibilities and revenue sharing, pricing/sourcing pay kiosks and/or other planned changes, funding.

Priority Areas



**Will require coordination/discussion with DOT&PF*

Recommendation

Support the Port and Harbor Advisory Commission and Staff's recommendations for implementing a Spring 2022 parking plan using the results from HDL's parking study. Assist in the drafting and sponsorship of an ordinance amending the FY 2022 budget to include costs needed for Port and Public Works staff to create a task order for design and engineering of the new parking lot planned for the old dredged materials storage lot, and further, to put said project out for ITB for construction.

Attached: PHC Minute Excerpt from the March 23, 2022 Regular Meeting

- How it is a great funding opportunity that has not been offered by other grant programs.
- The grant application process itself and if they get the grant what that would mean for funding repairs.
- Importance of all the photos; when commissioners talk to public it's good to have visual references to show how bad the floats have gotten.
- The need to take care of our existing infrastructure, especially in the face of all this planning to build an expanded harbor.
- What the float replacement priorities are if they receive the funding and if it included other floats like the Fish Dock; there are no limitations to the funding source but the focus would be on the float and mooring systems since they're the most foundational of the harbor.
- How much funding the Enterprise has now and how other kinds of funds (i.e. federal, state, other grants) can be used for matching.

VOTE: YES: SIEKANIEC, MATTHEWS, ZEISET, SHAVELSON, PITZMAN, ULMER

Motion carried.

Chair Matthews commented on how this grant proposal will be before City Council at their March 29th regular meeting, and encouraged the commissioners to attend and voice their support. Commissioner Siekaniec inquired with Mr. Hawkins regarding his spending authority per the City's Procurement Policy.

- D. Parking – HDL Homer Spit Parking Final Technical Report
- i. September 2021 PHC Meeting Minutes Excerpt
 - ii. HDL Homer Spit Parking Final Technical Report

Chair Matthews introduced the item by reading the title. She recapped when the commission had last reviewed HDL Engineering's Spit Parking Study and what changes they made by comparing the new study and the older one from September 2021.

Port Director Hawkins explained how the study will be going before Council in April and this is the commission's opportunity to make additional comments or recommendations. He spoke to Port and Harbor staff's suggested parking implementations for spring 2022, outlined in his memo, that are based on the study results and what harbor staff has already implemented.

Discussion ensued on ways to go about implementing a parking plan, what commissioners would like to see happen, and the timeline they would like to see those changes take place on.

SHAVELSON/ZEISET MOVED TO SUPPORT PORT AND HARBOR STAFF'S SUGGESTED PARKING IMPLEMENTATION PLAN FOR SPRING 2022 AND RECOMMEND CITY COUNCIL AUTHORIZE THE IMPLEMENTATION OF SAID PLAN AND ITS NECESSARY FUNDING FROM PORT AND HARBOR RESERVES.

Commissioner Ulmer voiced concerns that merchants on the Spit need parking in front of their businesses. Commissioner Zeiset concurred and shared his experiences as a business owner.

There was discussion on the motion and if it meets staff's parking implementation plan. Mr. Hawkins shared his plan to work with other departments, such as Public Works, to pull financial resources together for the funding of the implementation plan. They would then go to City Council to acquire additional funds from the harbor reserves.

Commissioner Siekaniec wished to make a motion to implement a paid parking plan as identified in HDL's parking study; Deputy City Clerk Tussey noted there was a motion already on the floor and verified that he was not making an amendment. She reiterated harbor staff's request for support for the spring 2022 implementation plan and how the current motion accomplishes that.

Commissioner Pitzman opined how these three steps recommended by staff will create new parking in two different areas and somewhat alleviate the parking situation, and voiced his support.

VOTE: YES: MATTHEWS, SIEKANIEC, ULMER, SHAVELSON, ZEISET, SHAVELSON

Motion carried.

SIEKANIEC/ULMER MOVED TO RECOMMEND CITY COUNCIL APPROVE FUNDING TO IMPLEMENT A PAID PARKING PROGRAM IN THE GRAVEL LOT BETWEEN RAMPS 3 AND 4 AS OUTLINED IN HDL'S PARKING STUDY BY JULY 1, 2022.

Commissioner Pitzman voiced his support for the concept and his concerns. He believes the timeline is too quick and referenced a past comment made by Mr. Hawkins to plan it for 2023, but he understands where they are coming from and is in support of the concept.

Chair Matthews suggested that if this recommendation was to go forward and it became paid parking, that they have enough time to establish provisions for stall lessees such as an annual paid parking pass.

Discussion ensued on planning out parking provisions for various harbor user groups, how the plan could be implemented, and what would work and what isn't feasible by July 1st. Commissioners agreed to stay with the current recommendation and have the topic on the next meeting agenda to continue working out the details. There was further discussion on the historical aspect of paid parking implementation on the Spit and what past decisions have progressed us to this point, current rates and some of their suggested rates/changes to the parking kiosks, and the timeline that this study will be going before Council.

Commissioner Pitzman commented that they are putting this recommendation to Council because of the timing, and the commission will then flesh out the feasibility. His only concern is with the timing, not the motion itself, but he is fine with supporting it under the circumstances.

Commissioner Siekaniec clarified with Mr. Hawkins that if Council approves the appropriation but during detail planning the commission determines they don't need it, then they would need to explain to Council why.

VOTE: YES: ULMER, SHAVELSON, ZEISET, MATTHEWS, PITZMAN, SIEKANIEC

Motion carried.

INFORMATIONAL MATERIALS

- A. Letter & Certificate of Recognition for Commissioner Erickson
- B. Port & Harbor Monthly Stats for February 2022
- C. Water/Sewer Bills Report
- D. Ice & Crane Report
- E. Dock Activity Report



Memorandum

TO: HOMER CITY COUNCIL

THRU: ROB DUMOUCHEL, CITY MANAGER
BRYAN HAWKINS, PORT DIRECTOR

FROM: PORT AND HARBOR ADVISORY COMMISSION

DATE: APRIL 28, 2022

SUBJECT: IMPLEMENTATION OF SPIT PARKING PLAN RECOMMENDATIONS

At the Port and Harbor Advisory Commission's March 23rd meeting, staff presented their identified Priority Areas #1-3 from HDL's Homer Spit Parking study. Brief summary of areas are laid out below.

The PHC made a motion to support Harbor staff's suggested parking implementation plan for spring 2022 and to recommend City Council authorize the implementation of said plan and its necessary funding from Port and Harbor reserves. The commission also moved to recommend City Council approve funding to implement a paid parking program in the gravel lot between Ramps 3 and 4 as outlined in HDL's parking study by July 1, 2022, with the intent to discuss in more detail the feasibility of that action motion at their April meeting.

Further discussion of the topic at the April 25th meeting made it clear that a July 1, 2022 date of implementation was unachievable due to the need to first develop an agreement with ADOT&PF that outlines agency responsibilities and revenue sharing (as listed below in the summary), the need to price the kiosks/delivery time, seasonal harbor staffing shortages (including in parking enforcement), etc. The desired intent of the motion to move forward with the plan to make the parking between Ramps 3 and 4 into paid parking as outlined in HDL's Parking Study remains in effect and is represented in the overall support of the parking plan and funding for such listed above.

Harbor Staff is moving forward with the following to accomplish Priority #1 of the spring Plan:

- Developing Lots 9 and 10 into parking areas now, which are currently being used for gear and deck shelter storage.
- Measured and delineated approximately 10,000 square feet of space along Outer Dock Road, adjacent to the Deep Water Dock cargo storage yard, which will provide an alternate site for commercial gear storage.
- Permanent signage and parking lot delineation is pending.
- Public awareness notices have been sent to affected customers with recent commercial gear storage agreements.
- The 10 acres of gravel parking lots along Homer Spit and Freight Dock Roads have also received attention with cleaning/clearing, grading of surfaces, filled the potholes, and provided improved direction for surface water run-off.

Check Your Community Hazard

Knowing your risk before disaster hits could save your life. Explore the online tool at tsunami.alaska.edu to determine whether your house, workplace, or school is in the inundation/flood zone.

Historical Tsunamis

The 1964 magnitude 9.2 earthquake changed Homer's landscape: the Homer Spit dropped almost 6 feet due to subsidence from the earthquake combined with ground compaction from shaking. Afterwards, buildings and structures on the spit flooded during high tides. The earthquake caused a combination of tsunamis generated by the earthquake itself and by local underwater landslides.

Keeping Alaska Safe

Tsunami researchers use cutting-edge science to examine historical tsunamis and earthquakes, along with geologic records from prehistoric tsunamis, then generate possible worst-case scenarios. This information is visualized in maps showing potential flood zones to help communities create emergency plans.

Learn More about Tsunami Hazards in Homer

Emergency and disaster preparedness
City of Homer website
www.cityofhomer-ak.gov/emergency-information
beready@ci.homer.ak.us



City of Homer incident updates
www.cityofhomer-ak.gov

On Facebook
[@cityofhomerak](https://www.facebook.com/cityofhomerak)
[@homerakpolice](https://www.facebook.com/homerakpolice)

Full scientific community report and maps
<https://dggs.alaska.gov/pubs/id/30095>

Maritime guidance report
<http://hdl.handle.net/11122/10916>

Pedestrian travel times report
<http://hdl.handle.net/11122/10027>



Explore the online tool
tsunami.alaska.edu

Learn More about Tsunami Safety in Alaska

Preparing for tsunamis
Alaska Division of Homeland Security and Emergency Management
www.ready.alaska.gov/Mitigation/Tsunamis



Tsunami warning information
National Tsunami Warning Center
www.tsunami.gov

National Tsunami Hazard Mitigation Program
nws.weather.gov/nthmp/

To request brochures, contact 907-474-7320 or uaf-aec@alaska.edu

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Published in 2022

Know Your Tsunami Hazard in Homer



Big Waves in the Biggest State

In Alaska, tsunamis can strike within minutes of an earthquake. Tsunami awareness and safety are crucial to anyone who lives, works, or travels along Alaska's coast.

Earthquakes frequently rumble coastal Alaska. Just offshore, the Pacific Ocean plate scrapes under the continental plate of mainland Alaska, causing much of this activity. Many places along Alaska's rugged coast are poised for landslides above or below the ocean's surface. A major earthquake or landslide near the coast could generate a tsunami.

High-risk Areas

If the ground shakes for more than 20 seconds and it is difficult to stand, and/or the tsunami siren is heard, anyone within the tsunami hazard zone should move to higher ground or a tsunami shelter (see map).

Pay attention to unusual sounds and sights when on or near the ocean. Tsunami impacts are greatest near ocean beaches, low-lying coastal areas, and waterways such as harbors and estuaries. Always avoid these areas during tsunamis. A tsunami can be a series of waves that may last for hours, so wait for local authorities to announce when these areas are safe. In addition to wave action, tsunamis can stir up currents that threaten harbors, facilities, and boats.

- Tsunami hazard zone
- Areas with dangerous eddies and whirlpools
- Pedestrian evacuation requires half hour or more to reach safety (at 2 mph)
- Probable locations of unstable sediment buildup that could cause underwater landslides
- Evacuation line designated by the City of Homer
- Assembly area and tsunami shelter designated by the City of Homer

- Airport
- Hospital
- City Office
- School
- Fire Services

There have been several tsunami evacuations in recent years, but fortunately no tsunami damage. Evacuation decisions need to be made quickly, often before tsunami size is known. Any evacuation, even one that in hindsight may be deemed unnecessary, provides a real-life opportunity to practice and improve community response to tsunamis.



This area should shelter in place during a tsunami event

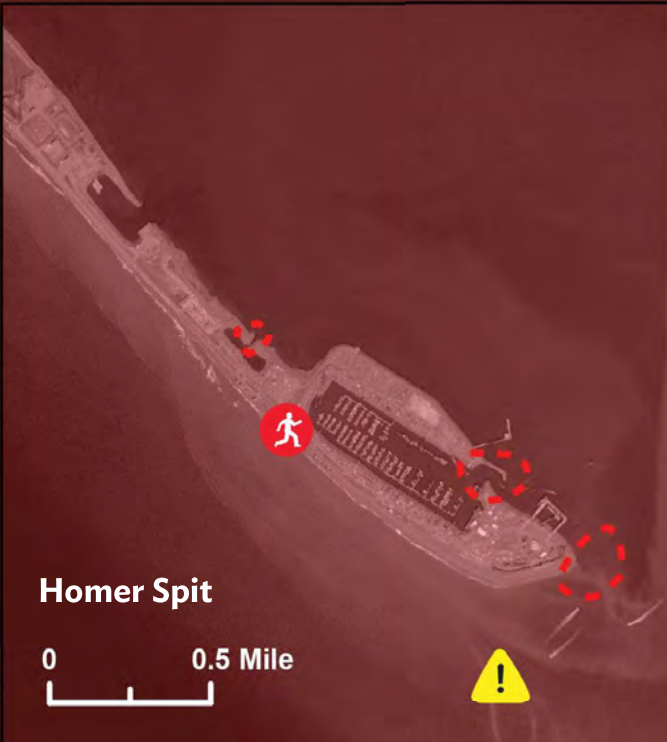
Tsunami-generating landslide hazards exist at the mouth of Grevingk Creek across Kachemak Bay

1964: About 4 hours after the earthquake, tsunami waves from the rupture reached a maximum water height of approximately 20 feet.

1964: Within 5-10 minutes after the earthquake, local underwater slumping and landslides caused tsunamis 4 feet high that destroyed the small boat harbor and caused an area west of the Salty Dawg Saloon to collapse 10 feet.

1964: The entire Homer Spit subsided by almost 6 feet.

Tsunami-generating landslide hazards exist at the mouth of Wosnesenski River across Kachemak Bay



This map uses the most accurate science available to estimate worst-case scenarios, but an actual tsunami may have different effects based on earthquake and landslide interactions. The inundation/flood zone only provides guidance for developing the evacuation zone. The City of Homer recommends decisions to evacuate be guided by the evacuation line developed by the City. Contact the City for updates and information. Imagery from ESRI World Imagery.

Climate Risk Assessment:

Homer, AK and Seldovia, AK



Introduction

The impacts of climate change on the frequency and severity of physical hazards will put many communities at risk. As the threat of climate change grows, so too does the need for accessible information, tools, and expertise to support climate-resilient decision-making for municipalities. In the newly released report *Recognizing Risk—Raising Climate Ambition*, Woodwell Climate Research Center ("Woodwell") highlights the need to localize and customize climate risk assessments. However, given that the private sector is meeting the majority of the need for climate data and analyses, communities without sufficient financial resources often do not have access to this information. To address this gap, Woodwell works with communities across the world, including Homer, AK and Seldovia, AK, to provide granular climate services, free of charge.



Results Summary

Wildfire and Temperature

The Arctic is experiencing the most dynamic increase in surface temperatures globally; Alaska, in particular, is warming 2+ times the rate of the contiguous United States. Rapid warming means that Alaska is already and will continue to experience the impacts of climate change, such as an increase in wildfire risk, more severe droughts, and heightened flooding. In this assessment we describe each climate hazard in turn, focusing on local effects.

The majority of wildland fires on the Kenai Peninsula are human-caused, with open-burning being most prevalent. Lightning-caused fires are infrequent on the southern

Kenai Peninsula, and while these fires have not been documented within the boundaries of Homer, they have occurred in the vicinity. There is an increasing risk of wildfire within Homer and other areas of the Kenai Peninsula due to spruce bark beetle infestation as dead trees become dry and flammable. Summer 2019 was an active fire year for Alaska with unprecedented record-high temperatures, long-term drought, and high winds. Around Homer the number of wildfire danger days will increase in the future as temperatures rise and drought worsens.

Results

Figure 1: Change in Wildfire Danger Days

This map shows the average number of additional days per year in 2021-2050 with Fire Weather Index (FWI) above the historical (1971-2000) 95th percentile. These values (in days) are in addition to the annual average of 18.25 days (5% of the year) in 1971-2000 that exceeded the 95th percentile FWI. FWI is a daily, unitless measurement of wildfire danger, derived from temperature, relative humidity, wind speed, and precipitation. This metric was developed by the Canadian Forest Service and is used globally, including in the United States, to quantify fire risk.

Change in Wildfire Danger Days

≥ 5 ≥ 10 ≥ 15

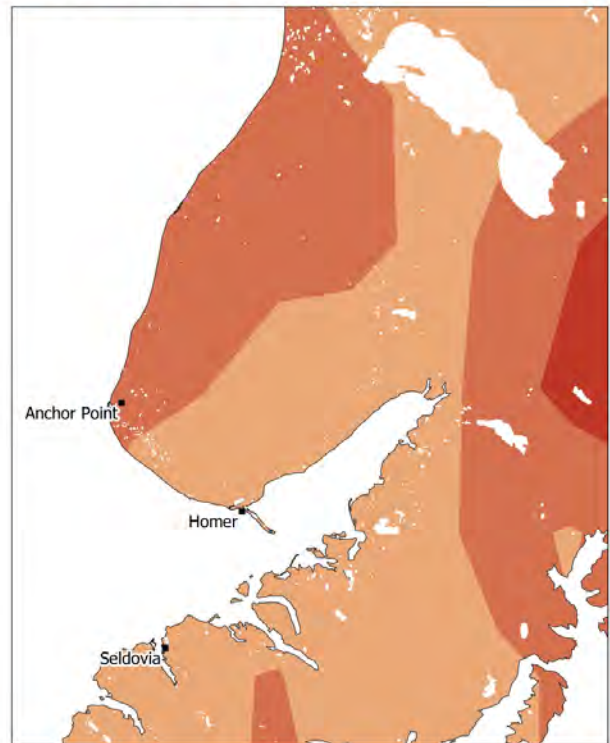
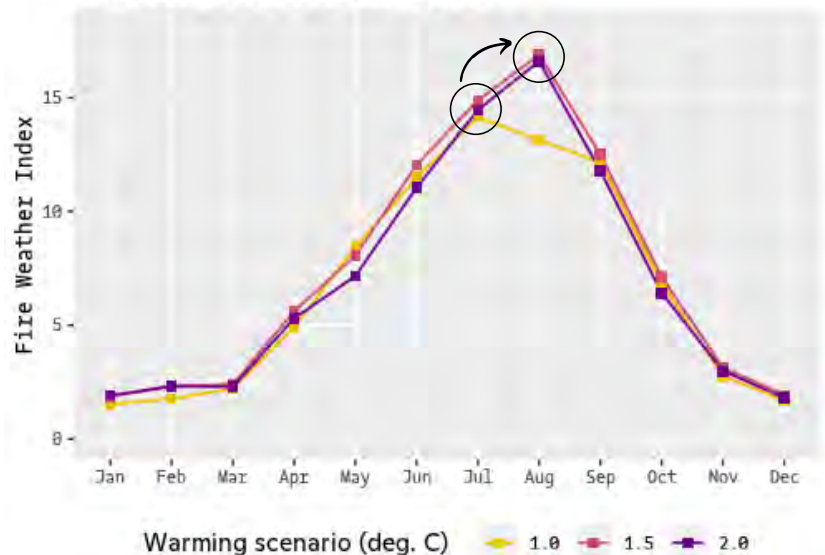


Figure 2: Changes in Seasonal Pattern of Extreme Fire Weather Conditions

Colored lines show how extreme fire weather conditions will change under different warming levels by month. Extreme fire weather is defined here as the 95th percentile of the distribution of the Fire Weather Index (FWI) for a given month for a given warming level. A 1°C warming level corresponds to current conditions. Breaching 1.5°C and 2°C of warming, under current climate policy, is expected to happen between 2025 and 2030 and around 2040, respectively. While changes in extreme fire weather will be modest across warming levels, the peak of extreme fire weather will shift from July to August with warming greater than 1.5°C.

**Extreme Fire Weather
95th percentile (1-in-20 year event)**



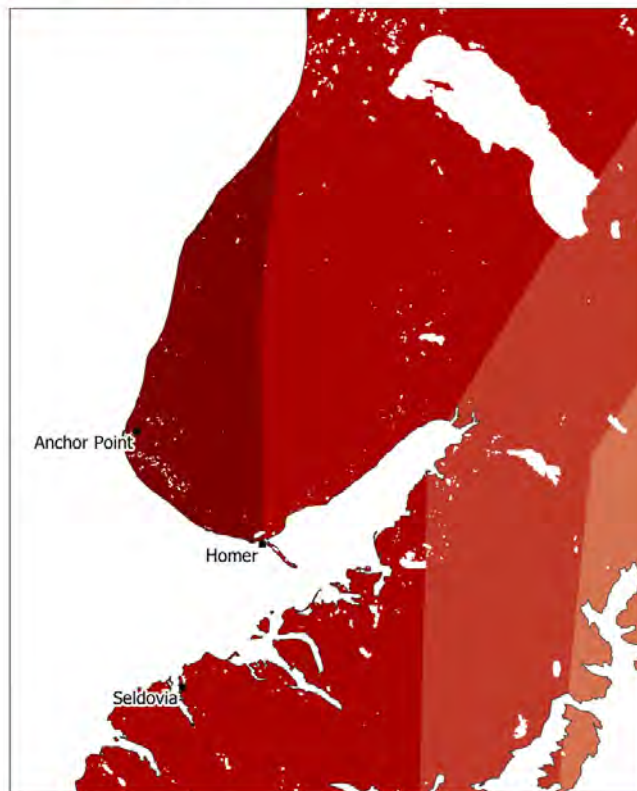
Results

Figure 3: Changes in Maximum Temperature

Maps show maximum temperature in 1971-2000 (left) and average days per year in 2021-2050 expected to exceed 1971-2000 maximum temperature (right). While a record-high temperature of 81°F was measured at the Homer Airport in 1993, when temperature data are aggregated to grid cell scale (22km resolution), the maximum temperature for Homer (Seldovia) is around 78°F (77°F) for 1971-2000. This temperature is expected to be exceeded around 18 (25) days per year in 2021-2050 for Homer (Seldovia).

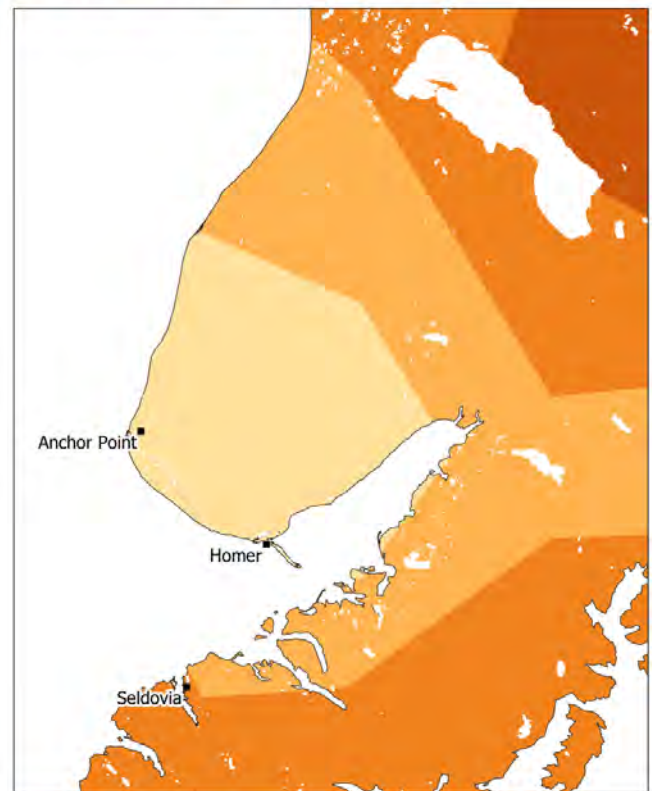
Maximum Temperature, 1971-2000

■ ≥ 72 ■ ≥ 74 ■ ≥ 76 ■ ≥ 78



**Average Days per Year in 2021-2050
Exceeding 1971-2000 Maximum Temperature**

■ ≥ 15 ■ ≥ 20 ■ ≥ 25 ■ ≥ 30



Results

Figure 4: Change in Drought Stress

Maps show drought stress in 1971-2000 (left) and amount of time in 2021-2050 expected to have worse drought stress (right). Drought stress is based on the Palmer Drought Severity Index (PDSI), a metric used by the U.S. Drought Monitor. Lower PDSI values indicate less available water and therefore more extreme drought. Left panel shows the 1-in-20 year drought (5th percentile) for 1971-2000. Moderate, severe, and extreme droughts correspond to PDSI values equal to or less than -2, -3, and -4, respectively. Right panel shows that throughout 2021-2050, Homer (Seldovia) can expect to experience extreme (severe) drought conditions around 20% (30-40%) of the time. These conditions were present 5% of the time in 1971-2000, so these values represent increasing risk of severe and extreme drought in the near future. For example, at the top of Tutka Bay, 1971-2000's 1-in-20 year drought (≤ -3 PDSI, severe drought) will occur every other year on average in 2021-2050 (50% of the time).

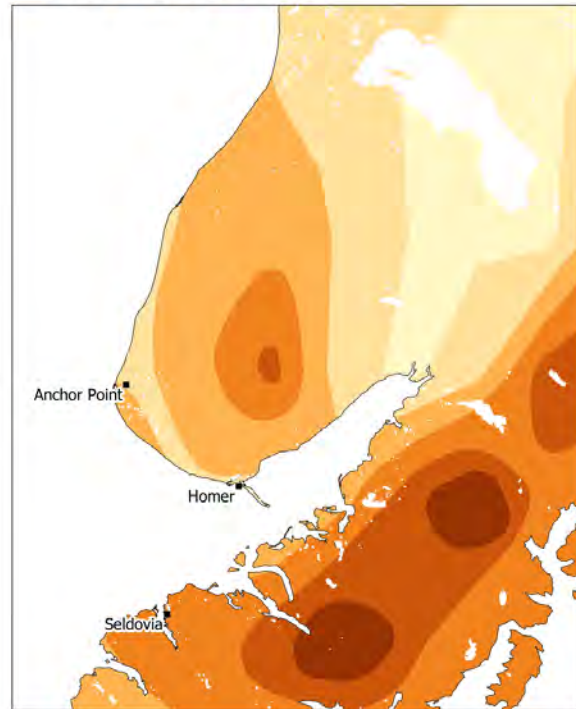
PDSI, 5th Percentile, 1971-2000

Extreme (≤ -4) Severe (≤ -3) Moderate (≤ -2)



Percent of Months in 2021-2050 with PDSI below 1971-2000 5th Percentile

$\geq 0\%$ $\geq 20\%$ $\geq 40\%$
 $\geq 10\%$ $\geq 30\%$ $\geq 50\%$



Results Summary

Rainfall and Storm Surge

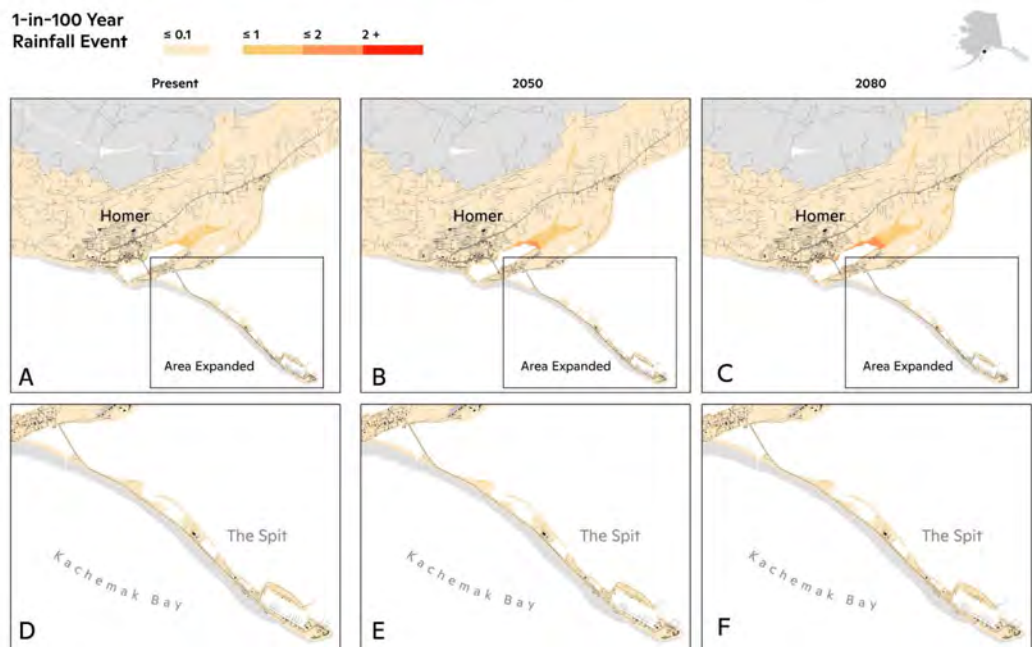
The amount of inundation from a 1-in-100 year rainfall event in Homer, AK will increase from present day to 2080, particularly east of Beluga Lake due to increased precipitation. Most flooding is limited to near the river banks and on the east side of the lake. The Spit only observes minimal flooding (less than 0.1 meters, equivalent to approximately 4 inches) in any of the time periods shown. The inundation risk from storm surge for a 1-in-100 year event in Homer, AK is almost entirely limited to the Spit. The amount of flooding from storm surge slightly decreases by 2050, due to isostatic rebound (the still ongoing rise of land after removal of ice sheets from the last glacial period), and then increases again by 2080. The largest inundation, which is over

2 meters (6.5ft+), is about halfway down the Spit.

The picture is similar for Seldovia, AK. The inundation from a 1-in-100 year rainfall event is largely limited to the wetlands along the Seldovia Slough and Lagoon. As the rainfall increases into the future, the inundation remains mostly limited to the wetland regions. The inundation from a 1-in-100 year storm surge event in present day and 2080 has the highest risk to the airport. Since most of the airport infrastructure is further inland, the runway would be at the greatest risk. Similarly to Homer, isostatic rebound will lead to slight decreases in inundation risk in 2050.

Figure 5: Inundation Map for a 1-in-100 Year Rainfall Event for Present, 2050, and 2080 for Homer, AK

This figure shows the inundation depth in meters for a 1-in-100 year rainfall event for Homer, AK. The Spit has been expanded to show more detail in that area. These plots are for present day (A,D), 2050 (B,E), and 2080 (C,F). By 2080, the increased rainfall leads to greater inundation depths in a few areas, specifically east of Beluga lake.



Results

Figure 6: Inundation Map for a 1-in-100 Year Storm Surge Event for Homer, AK

This figure shows the inundation depth for a 1-in-100 year storm surge event for Homer, AK. The Spit has been expanded to show more detail in that area. These plots are for present day (A,D), 2050 (B,E), and 2080 (C,F). Storm surge flood depths drop slightly in 2050 due to isostatic rebound and then increase again by 2080.

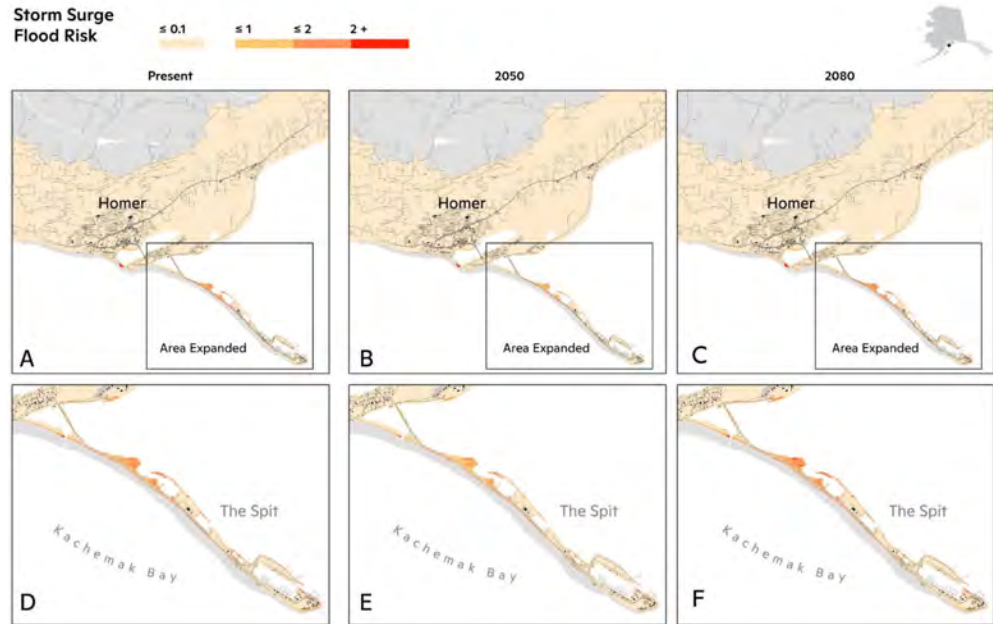
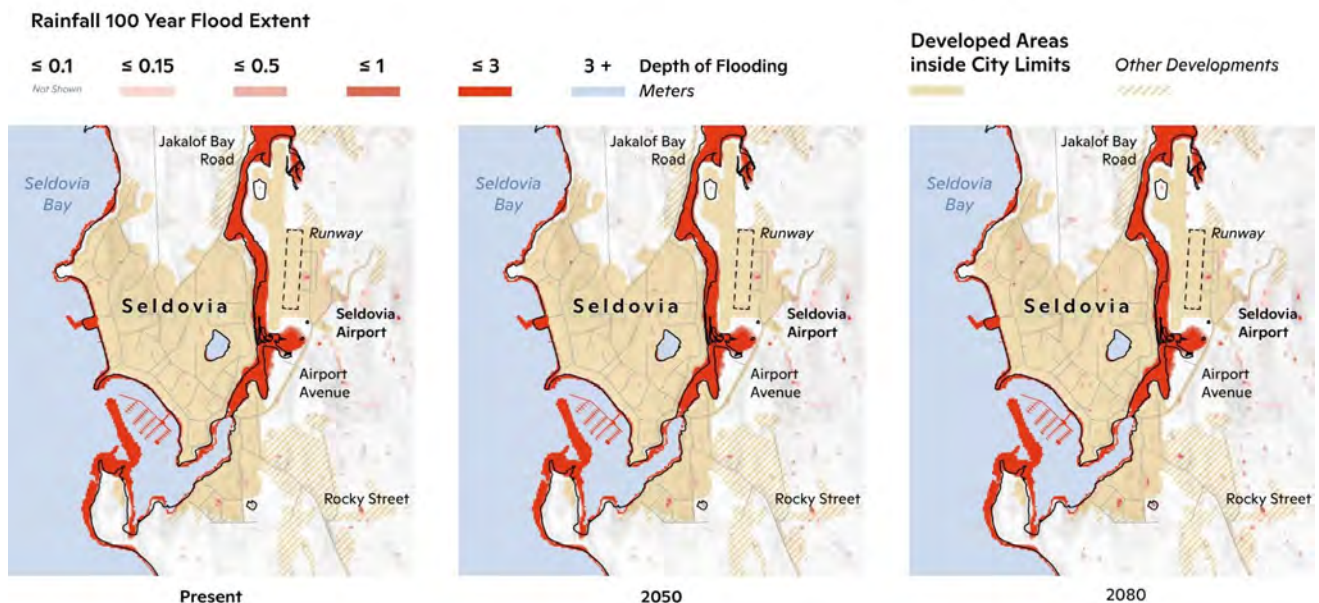


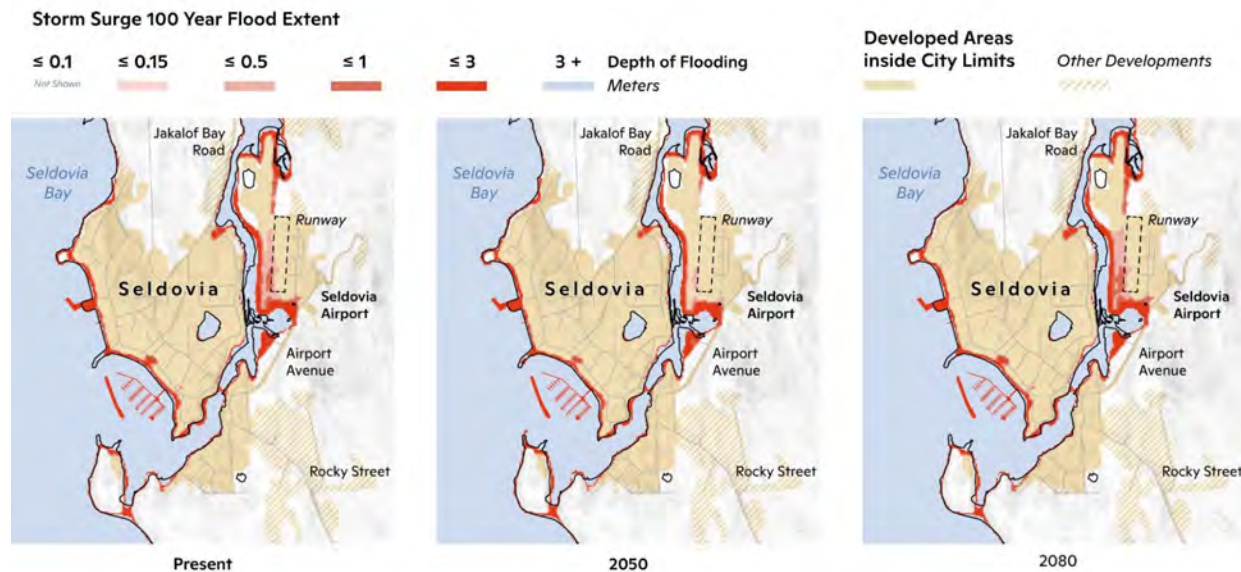
Figure 7: Inundation Map for a 1-in-100 Year Rainfall Event for Present, 2050, and 2080 for Seldovia, AK



This figure shows the flood depth of the 1-in-100 year rainfall event for Seldovia, AK. Flooding is largely limited to wetlands even as the rainfall amounts increase through 2050 and 2080.

Results

Figure 8: Inundation Map for a 1-in-100 Year Storm Surge Event for Seldovia, AK



This figure shows the flood depth of the 1-in-100 year storm surge event for Seldovia, AK. The area with the greatest risk is the airport; however, the runway is the only infrastructure impacted given that the airport structures are located further inland. The storm surge heights decrease slightly from present day to 2050 due to isostatic rebound, but then increase slightly by 2080.

About Woodwell Climate Research Center

Woodwell is a non-profit organization made up of researchers who work with a worldwide network of academic, private, non-profit, and government partners to understand and combat climate change. Our scientists helped to launch the United Nations Framework Convention on Climate Change in 1992, and in 2007, Woodwell scientists shared the Nobel Prize awarded to the Intergovernmental Panel on Climate Change. For over 35 years, Woodwell has combined hands-on experience and policy impact to identify and support societal-scale solutions that can be put into immediate action. This includes working with municipalities on the frontlines of the climate crisis. Woodwell was formerly named Woods Hole Research Center.

Contact

For more information about this analysis, or Woodwell's other climate risk assessments, please contact us at policy@woodwellclimate.org.

To learn more about Woodwell, please visit our website: woodwellclimate.org



Quarterly General Fund
Expenditure Report
Thru Quarter Ended March 31, 2022

	Current Fiscal Analysis				Historical Fiscal Analysis			
	Amended FY22 Budget	Actual FY22 YTD	Budget Remaining	% Budget Remaining	Actual July 2018 - March 2019	Actual July 2019 - March 2020	Actual July 2020 - March 2021	Actual July 2021 - March 2022
Revenues								
Property Taxes	\$ 3,794,794	\$ 3,761,128	\$ 33,666	1%	\$ 3,469,959	\$ 3,585,310	\$ 3,696,075	\$ 3,761,128
Sales and Use Taxes	8,548,113	6,383,293	2,164,820	25%	5,106,741	5,636,488	4,860,162	6,383,293
Permits and Licenses	46,595	29,179	17,416	37%	32,353	26,609	33,764	29,179
Fines and Forfeitures	22,930	19,731	3,199	14%	12,660	22,833	8,295	19,731
Use of Money	146,718	(159,958)	306,676	209%	139,189	126,883	12,039	(159,958)
Intergovernmental	562,866	443,850	119,017	21%	543,344	435,697	434,850	443,850
Charges for Services	597,597	407,011	190,586	32%	330,727	560,823	322,382	407,011
Other Revenues	-	84,471	(84,471)	0%	20,310	43,135	102,864	84,471
Airport	198,729	157,291	41,438	21%	154,612	170,715	128,615	157,291
Operating Transfers	864,165	10,000	854,165	99%	2,026,004	2,058,582	308,847	10,000
Total Revenues	\$ 14,782,507	\$ 11,135,996	\$ 3,646,511	25%	\$ 11,835,898	\$ 12,667,074	\$ 9,907,893	\$ 11,135,996
Expenditures & Transfers								
Administration	\$ 1,392,969	\$ 883,184	\$ 509,785	37%	\$ 808,068	\$ 783,924	\$ 804,243	\$ 883,184
Clerks	880,182	655,554	224,628	26%	539,829	569,595	635,124	655,554
Planning	416,528	280,146	136,383	33%	265,777	282,925	300,599	280,146
Library	952,536	592,229	360,307	38%	634,933	643,545	624,713	592,229
Finance	888,674	551,266	337,408	38%	483,218	526,198	554,256	551,266
Fire	1,481,683	720,810	760,873	51%	719,827	763,673	966,264	720,810
Police	3,837,209	2,711,324	1,125,885	29%	2,400,339	2,558,436	2,774,708	2,711,324
Public Works	3,272,912	1,911,311	1,361,601	42%	1,795,087	1,831,957	2,064,762	1,911,311
Airport	226,517	175,960	50,557	22%	159,960	161,159	164,075	175,960
City Hall, HERC	189,087	117,838	71,249	38%	123,262	98,101	130,162	117,838
Non-Departmental	94,000	119,000	(25,000)	-27%	69,000	-	94,000	119,000
Total Operating Expenditures	\$ 13,632,299	\$ 8,718,622	\$ 4,913,677	36%	\$ 7,999,300	\$ 8,219,514	\$ 9,112,905	\$ 8,718,622
Transfer to Other Funds								
Leave Cash Out	\$ 136,126	\$ 136,126	\$ -	0%	\$ 85,232	\$ 104,643	\$ 58,222	\$ 136,126
Other	983,164	113,823	-	0%	180,642	122,991	69,860	113,823
Total Transfer to Other Funds	\$ 1,119,290	\$ 249,949	\$ -	0%	\$ 265,874	\$ 227,635	\$ 128,082	\$ 249,949
Transfer to CARMA								
General Fund Fleet CARMA	\$ 20,918	\$ 20,918	\$ -	0%	\$ 231,222	\$ 196,500	\$ -	\$ 20,918
General Fund CARMA	-	-	-	0%	290,559	170,654	-	-
Seawall CARMA	10,000	10,000	-	0%	10,000	10,000	10,000	10,000
Total Transfer to CARMA Funds	\$ 30,918	\$ 30,918	\$ -	0%	\$ 531,781	\$ 377,154	\$ 10,000	\$ 30,918
Total Expenditures & Transfers	\$ 14,782,507	\$ 8,999,490	\$ 4,913,677	33%	\$ 8,796,955	\$ 8,824,302	\$ 9,250,987	\$ 8,999,490
Net Revenues Over (Under) Expenditures	\$ 0	\$ 2,136,506						

Quarterly Water and Sewer Fund
Expenditure Report
Thru Quarter Ended March 31, 2022

	Current Fiscal Analysis				Historical Fiscal Analysis			
	Amended FY22 Budget	Actual FY22 YTD	Budget Remaining	% Budget Remaining	Actual July 2018 - March 2019	Actual July 2019 - March 2020	Actual July 2020 - March 2021	Actual July 2021 - March 2022
Revenues								
Water Fund	\$ 2,014,420	\$ 1,481,078	\$ 533,342	26%	\$ 1,633,199	\$ 1,779,438	\$ 1,596,216	\$ 1,481,078
Sewer Fund	1,762,264	1,340,158	422,106	24%	1,353,339	1,278,974	1,234,685	1,340,158
Total Revenues	\$ 3,776,685	\$ 2,821,237	\$ 955,448	25%	\$ 2,986,538	\$ 3,058,412	\$ 2,830,902	\$ 2,821,237
Expenditures & Transfers								
<u>Water</u>								
Administration	\$ 202,025	\$ 168,388	\$ 33,637	17%	\$ 137,828	\$ 157,001	\$ 154,678	\$ 168,388
Treatment Plant	616,638	403,770	212,868	35%	394,367	402,869	462,535	403,770
System Testing	28,608	22,390	6,218	22%	36,490	18,517	20,451	22,390
Pump Stations	93,119	63,193	29,926	32%	82,570	62,785	82,338	63,193
Distribution System	348,073	223,648	124,424	36%	249,136	235,963	279,258	223,648
Reservoir	17,326	9,093	8,233	48%	28,121	20,173	9,895	9,093
Meters	181,863	74,405	107,458	59%	78,204	145,045	99,833	74,405
Hydrants	203,479	134,789	68,690	34%	135,121	154,283	149,796	134,789
<u>Sewer</u>								
Administration	\$ 191,623	\$ 142,250	\$ 49,373	26%	\$ 123,292	\$ 135,659	\$ 138,138	\$ 142,250
Plant Operations	701,815	459,260	242,554	35%	496,221	490,040	581,837	459,260
System Testing	15,160	6,001	9,159	60%	36,194	8,847	7,190	6,001
Lift Stations	210,079	134,771	75,308	36%	126,414	153,245	165,378	134,771
Collection System	326,795	178,595	148,200	45%	211,637	177,860	187,354	178,595
Total Operating Expenditures	\$ 3,136,603	\$ 2,020,554	\$ 1,116,049	36%	\$ 2,135,595	\$ 2,162,287	\$ 2,338,681	\$ 2,020,554
Transfer to Other Funds								
Leave Cash Out	\$ 72,026	\$ 72,026	\$ -	0%	\$ 14,859	\$ 20,810	\$ 16,117	\$ 72,026
GF Admin Fees	-	-	-	0%	517,046	524,290	303,634	-
Other	23,030	23,030	-	0%	59,969	36,475	23,492	23,030
Total Transfer to Other Funds	\$ 95,056	\$ 95,056	\$ -	0%	\$ 591,874	\$ 581,575	\$ 343,242	\$ 95,056
Transfers to CARMA								
Water	\$ 247,542	\$ -	\$ 247,542	100%	\$ 84,252	\$ 81,240	\$ -	\$ -
Sewer	297,484	-	297,484	100%	155,164	14,856	-	-
Total Transfer to CARMA Funds	\$ 545,026	\$ -	\$ 545,026	100%	\$ 239,416	\$ 96,096	\$ -	\$ -
Total Expenditures & Transfers	\$ 3,776,685	\$ 2,115,610	\$ 1,661,075	44%	\$ 2,966,885	\$ 2,839,958	\$ 2,681,923	\$ 2,115,610
Net Revenues Over(Under) Expenditures	\$ -	\$ 705,627						

Quarterly Port and Harbor Fund
Expenditure Report
Thru Quarter Ended March 31, 2022

	Current Fiscal Analysis				Historical Fiscal Analysis			
	Amended FY22 Budget	Actual FY22 YTD	Budget Remaining	% Budget Remaining	Actual July 2018 - March 2019	Actual July 2019 - March 2020	Actual July 2020 - March 2021	Actual July 2021 - March 2022
Revenues								
Administration	\$ 596,909	\$ 426,849	\$ 170,060	28%	\$ 437,324	\$ 538,609	\$ 526,509	\$ 426,849
Harbor	3,312,100	2,959,453	352,647	11%	2,312,199	2,474,623	2,685,188	2,959,453
Pioneer Dock	330,646	246,319	84,327	26%	233,172	269,167	197,207	246,319
Fish Dock	565,242	453,480	111,762	20%	428,430	457,161	406,568	453,480
Deep Water Dock	161,889	125,253	36,636	23%	165,904	283,035	114,734	125,253
Outfall Line	4,800	4,800	-	0%	4,800	4,800	4,800	4,800
Fish Grinder	7,191	7,018	174	2%	6,978	6,990	6,068	7,018
Load and Launch Ramp	126,483	62,992	63,490	50%	62,613	59,735	61,677	62,992
Total Revenues	\$ 5,105,259	\$ 4,286,163	\$ 819,096	16%	\$ 3,651,419	\$ 4,094,121	\$ 4,002,750	\$ 4,286,163
Expenditures & Transfers								
Administration	\$ 711,339	\$ 528,940	\$ 182,399	26%	\$ 419,031	\$ 466,785	\$ 618,777	\$ 528,940
Harbor	1,355,331	827,933	527,398	39%	858,855	802,042	896,438	827,933
Pioneer Dock	81,451	68,207	13,244	16%	44,651	60,395	62,626	68,207
Fish Dock	644,058	382,421	261,637	41%	403,067	382,927	393,278	382,421
Deep Water Dock	87,824	67,361	20,463	23%	65,720	60,168	56,720	67,361
Outfall Line	6,500	4,350	2,150	33%	2,781	2,475	4,044	4,350
Fish Grinder	30,333	12,761	17,572	58%	8,464	18,730	15,817	12,761
Harbor Maintenance	446,653	264,526	182,127	41%	269,238	283,807	255,165	264,526
Main Dock Maintenance	40,768	24,459	16,309	40%	22,410	23,649	18,316	24,459
Deep Water Dock Maintenance	51,268	28,328	22,941	45%	34,379	27,905	21,018	28,328
Load and Launch Ramp	92,282	52,915	39,367	43%	48,472	44,352	44,939	52,915
Total Operating Expenditures	\$ 3,547,809	\$ 2,262,202	\$ 1,285,607	36%	\$ 2,177,067	\$ 2,173,235	\$ 2,387,138	\$ 2,262,202
Transfer to Other Funds								
Leave Cash Out	\$ 66,243	\$ 66,243	\$ -	0%	\$ 29,241	\$ 31,457	\$ 20,620	\$ 66,243
GF Admin Fees	-	-	-	0%	591,076	579,038	-	-
Debt Service	69,285	69,285	-	0%	98,817	70,338	70,338	69,285
Other	301,517	301,517	-	0%	321,118	304,450	300,000	301,517
Total Transfer to Other Funds	\$ 437,045	\$ 437,045	\$ -	0%	\$ 1,040,252	\$ 985,283	\$ 390,958	\$ 437,045
Transfers to Reserves								
Harbor	\$ 1,086,204	\$ -	\$ 1,086,204	100%	\$ 271,984	\$ 286,611	\$ -	\$ -
Load and Launch Ramp	34,201	34,201	-	0%	38,301	46,717	26,354	34,201
Total Transfer to Reserves	\$ 1,120,405	\$ 34,201	\$ 1,086,204	97%	\$ 310,285	\$ 333,328	\$ 26,354	\$ 34,201
Total Expenditures & Transfers	\$ 5,105,259	\$ 2,733,448	\$ 2,371,811	46%	\$ 3,527,603	\$ 3,491,846	\$ 2,804,450	\$ 2,733,448
Net Revenues Over(Under) Expenditures	\$ -	\$ 1,552,715						

CITY OF HOMER

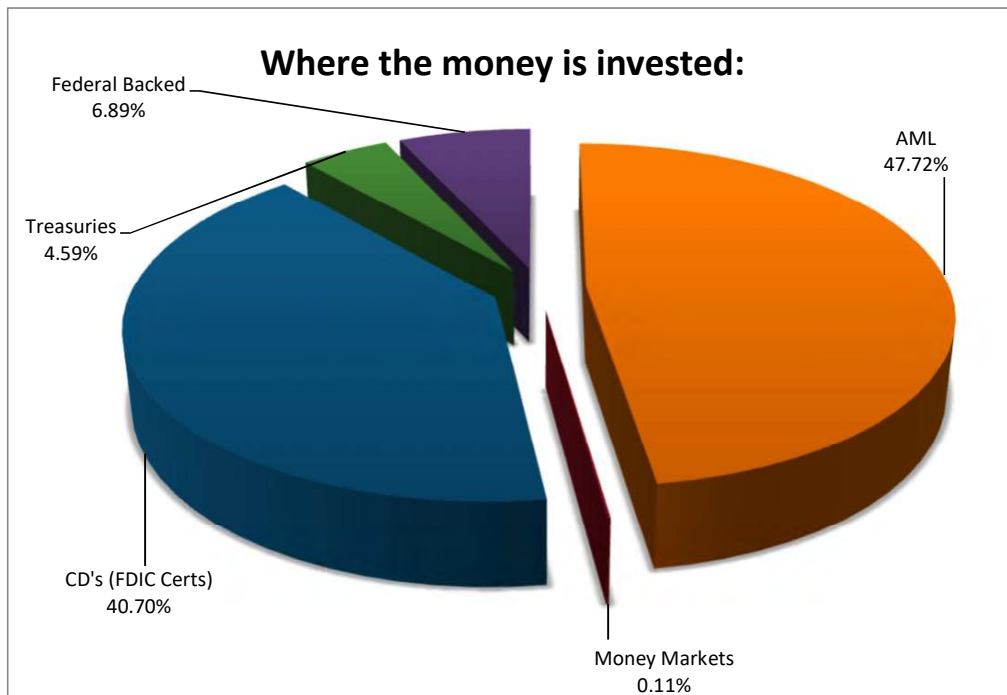
Treasurer's Report

As of:

March 31, 2022

INVESTMENT BY INSTITUTION:	\$ Invested	% Of \$ Invested
Alaska Municipal League	\$ 16,166,972	48%
Pro-Equities	\$ 17,714,052	52%
Total Cash and Investments	\$ 33,881,024	100%

MATURITY OF INVESTMENTS:		AMOUNT	% Of Investment by Maturity Date
1 to 30 Days	4/30/2022	\$ 16,202,569	48%
30 to 120 Days	7/29/2022	\$ 962,588	3%
120 to 180 Days	9/27/2022	\$ 509,348	2%
180 to 365 Days	3/31/2023	\$ 1,535,057	5%
Over 1 Year		\$ 14,671,462	43%
TOTAL		\$ 33,881,024	100%



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.



City of Homer

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Finance Department

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Homer, Alaska 99603

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(p) 907-235-8121

(f) 907-235-3140

Memorandum

TO: Mayor Castner and Homer City Council

THROUGH: Rob Dumouchel, City Manager

FROM: Elizabeth Walton, Finance Director

DATE: May 5, 2022

SUBJECT: FY2022 3rd Quarter Financials

This memo is broken into two sections. The first section provides some analysis of the third 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.

General Fund:

Preliminary estimates show the General Fund experiencing just over a \$2 million operating surplus after the first three quarters of FY22. This surplus does not account for the HART maintenance transfer approved in the FY22/23 operating budget as those will not be transferred until the end of the fiscal year after final costs have been determined.

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 \$6.5 million. Remote sales tax revenue was budgeted at \$207,225 and actual revenue received fiscally to date is \$213,528. Remember, we still have to record revenue received during the first “half” of the upcoming summer season.
- The 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.
- Most General Fund expenditure categories are keeping pace with being three quarters of the way through the fiscal year. Looking at historical trends, the collective expenditure is in line with historical spending.
- One key area to highlight is the non-departmental category. 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).
- The large discrepancy in the budget versus actual for the Other Transfers is related to the budgeted transfer to General Fund Unassigned Fund Balance. This won't actually take place until the budgeted surplus is realized.

Water and Sewer Fund:

Preliminary estimates show the Water and Sewer Fund experiencing roughly a \$705k operating surplus after the first three quarters of FY22. This surplus does not factor in the budgeted transfers to CARMA (\$545,026). This expense will be posted in the 4th quarter.

Financial Analysis:

- Utility total revenues are keeping pace with budget expectations and 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 expenditures are also keeping pace with being three quarters of the way through the fiscal year. 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. Overall, most categories are right at or under 75% spend.

Port and Harbor Fund:

Preliminary estimates show the Port and Harbor Fund experiencing just over a \$1.5 million operating surplus after the first three quarters of FY22. Remember this surplus doesn't factor in the budgeted transfers to reserves (\$1,086,204). This expense will be posted in the 4th quarter.

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.
- Harbor revenues are exceeding historical trends and everything is on track towards meeting budget expectations.
- The majority of harbor expenditure categories are keeping pace with being three quarters of the way through the fiscal year. As with other City funds, the Harbor is also experiencing increased pricing and delayed delivery on items being purchased.

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.
- Harbor transfers to reserves have not been posted for the Harbor, as we are waiting until the end of the fiscal year to align with new processes.
- Load and Launch Ramp transfers to reserves have been made, as these revenues are expected to exceed expenditures. These 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.



City of Homer

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Administration

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Homer, Alaska 99603

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Memorandum

TO: Mayor Castner and City Council
FROM: Jenny Carroll, Special Projects and Communications Coordinator
THROUGH: Rob Dumouchel, City Manager
DATE: May 3, 2022
SUBJECT: 2022 Commercial Vessel Passenger Tax Grant

The City of Homer annually receives revenues commensurate with local cruise ship landings from the State of Alaska and the Kenai Peninsula Borough under the Commercial Passenger Vessel Tax Program. In the absence of cruise ship visits in 2021 due to COVID-19, the State of Alaska is again making CVPT Program Funds available to qualifying jurisdictions using American Rescue Plan Act (ARPA) funds. Use of these funds must adhere to ARPA guidance.

The 2022 CVPT amount available to the City of Homer is \$70,910, with half coming directly from the State of Alaska and half coming as a pass-through from the Kenai Peninsula Borough. The Borough will soon be sponsoring an Ordinance authorizing the pass-through grant to the City of Homer, but requires that we first request the grant funds and identify how we plan to use them.

Staff has reviewed eligible projects and will be proposing to the Borough to accept the CVPT ARPA pass through funds as revenue replacement and to utilize them in a pay-as-you-go project: refurbishing Crane #7 on the City owned and managed Fish Dock in the Port & Harbor.

The Fish Dock has seven fixed pedestal cranes for harbor patron use through a special use contract. The cranes are 35 years old. City staff maintain the cranes, which are inspected annually by OSHA certified inspectors. To keep them operational and employ improvements in technology and safety, rebuilding the cranes incrementally over time has been a priority for the Enterprise and the Port Commission.

Because of Crane 7's age and that it is one of two of our ten-ton cranes and has extensive wear, we estimate the cost of the rebuild between \$95,000 and \$100,000, which is substantially less than the cost of replacement. If awarded, the CPVT ARPA grant will cover most of the cost, with the balance provided by the Homer Port and Harbor reserves. The process to refurbish a crane takes approximately 6 weeks to complete. If approved, we'll plan for work to commence during the 2023 winter shutdown.

Once approved by the Kenai Peninsula Borough, staff will bring an Ordinance before City Council to accept and appropriate the grant funds for the _____ ct.

PLANNING COMMISSION ANNUAL CALENDAR
FOR THE 2022 MEETING SCHEDULE

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

Semi Annually: PW project update

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

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