



## Supplemental Packet

**Item Type:** Informational Item  
**Prepared For:** Mayor Castner & Homer City Council  
**Meeting Date:** 27 Feb 2023  
**Staff Contact:** Rachel Tussey, Deputy City Clerk II

---

### WORK SESSION

#### 3. DISCUSSION TOPIC(S)

3.A. Port Expansion General Investigation Study - Ronny McPherson, HDR, Inc.

Written Public Comments

**Page 3**

### REGULAR MEETING

#### 6. CONSENT AGENDA

6.H. Resolution 23-019, A Resolution of the City Council of Homer, Alaska Relinquishing its Privilege to Appoint a Community Representative to the Board of Directors of the Cook Inlet Aquaculture Association. Mayor.

Written Public Comments

**Page 7**

#### 9. PUBLIC HEARING(S)

9.B. Ordinance 23-09, An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget by Appropriating \$40,000 from the General Fund Fleet Capital Asset Repair and Maintenance Allowance (CARMA) Fund for the Purchase of an Arctic Shark Ice Removal Attachment and Authorizing a Sole Source Purchase from Ultramech, LLC. City Manager/Public Works Director.

Written Public Comments

**Page 9**

9.D. Ordinance 23-11, An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget by Appropriating an Amount not to Exceed \$650,00 from the General Fund Capital Asset Repair and Maintenance Allowance (CARMA) Fund for the Purpose of Developing a New Comprehensive Plan and a Complete Title 21 Zoning and Planning Code for the City of Homer. City Manager.

Written Public Comments

**Page 11**

Supplemental Memo from City Manager Dumouchel & Special Projects Manager Foster

**Page 13**



PO Box 2994  
Homer, AK 99603

February 26, 2023

Homer City Council  
Homer, Alaska 99603

Dear Council Members:

Homer has a long history of carefully considering the kinds of developments that are acceptable for our community to be a place that has a clean environment, quality of life, and healthy habitat for humans and wildlife. It has become a place that many people from all over the world love to come to, not only for its amazing scenic beauty, but also for the wildlife, birds, fishing, recreation, hiking, biking, the Arts, and so much more. It is not by accident that Homer is such an incredibly special place.

It is because the kinds of developments that would've had a drastic impact on the way of life and the other qualities that people who live here value have been turned down by the community. Some of these development ideas include, transshipment of PCBs, navy homeporting, oil, and gas development in the Bay, and a smelter out on the Spit to process logs from clearcutting across the Bay. Many of these developments would have drastically changed the character of Homer and had serious environmental consequences.

Today there is discussion about a very large addition to the harbor for large boats, building a road in Mud Bay, dredging and filling, possibly building islands from the dredging materials and much more.

There is no need for a fast track on this mega project. In fact, we should stop it in its tracks and back up. We need carefully examine what we need and what we can afford and what it would really cost.

The document the Kachemak Bay Conservation Society has produced questions a lot of the cost analysis for building this project. Can we afford a project of this size and will it be needed in the future. Climate change may reduce or eliminate projected revenues coming from large fishing boats, cruise ships, and whatever other large boats the City may have in mind. Many of these boats might not even be in business in the future. The oceans are changing. Fish stocks are not static, and it is entirely possible our fishing industry could collapse in the near future.

We need to take a step back and not just jump at the big money, but truly assess our needs and see what is economically feasible. There are many facilities that we should upgrade that have been neglected over the years. A smaller expansion for boats would probably be a more prudent and feasible choice.

I do not envision the proposed large harbor expansion as beneficial to the Homer community overall. The harbor and the Spit road are already incredibly crowded. There's only one way into Homer and one way out. A project this size will cause a lot of congestion out to the Spit and in town.

We have been working to protect Kachemak Bay. Mud Bay is an important bird area. Putting in a new road in Mud Bay with riprap and fill could have unintended consequences all up and down the shorelines in Kachemak Bay. Without shoreline studies, we have no real idea what this project might do to other parts of the shoreline.

The number of new large boats and cruise ships could will likely require many needed services that government would have to provide like sanitation, more parking, bathrooms, and fresh water for boats. More parking areas would mean filling in more of the close in shoreline where birds currently frequent. There are many services the community would have to come up with to handle the crowds that would come with that many new boats and cruise ships.

Large ports with boat haul outs for maintenance, ballast dumping, sewage and garbage disposal, and invasive species are just some of the side consequences of building a new port of this size. Some boats do not follow regulations and dump ballast and sewage in places they should not. Many boats that size also burn diesel, which would cause additional air pollution. What kind of toxic chemicals come off of boats from the paints and other products put on the hulls to avoid having invertebrates sticking to the bottoms? Many of these products are applied elsewhere and are highly toxic.

I think what is most important is to slow down and carefully plan what we realistically need, determine the true cost and where the money is going to come from in the future to maintain it. Going whole hog for the biggest thing we can get because there's a large pot of money is not good planning nor is it necessarily good for the community. It has to be sustainable. We must also take into account the harbor's needs for upgrades to current facilities because it makes no sense to build some giant new port only to have all the supporting facilities crumbling away by neglect and lack of money.

I do not support the fast track on a big harbor expansion. I want us to do a good community conversation, careful planning covering all the aspects of environmental impacts and community impacts. So please take this off the fast track and let's go back to a careful analysis of what we realistically need, how much it is going to cost, and where will the money come from to pay for it in the future. I think there's a lot of good information and points made in the Kachemak Bay Conservation Society's paper that we would do well to answer first before diving into a mega project that really may be a pie in the sky wish by some.

Respectfully,  
Nina Faust

Submission information

Form: [Submit Written Testimony to City Council](#) [1]  
Submitted by Visitor (not verified)  
Sun, 02/26/2023 - 2:57pm  
98.225.87.214

**First Name** Susan  
**Last Name** McLane  
**Email** suzymac869@yahoo.com  
**Phone Number** 9072996126  
**Are You A City or Non-City Resident?** City Resident

**Which City Council Meeting do you want to participate in?** Regular Meeting

**Date of Meeting you want to participate in?** Mon, 02/27

**What type of comments will you be giving?**

Public Comments Upon Matters Already on the Agenda - Citizen may comment on regular agenda items not scheduled for public hearing such as Consent Agenda items, Memorandums, Pending Business, New Business, Resolutions, and Ordinances to be introduced.

**Written Testimony**

I am overwhelmed by the extent of the proposed harbor expansion. It is way beyond anything that we have been asked to consider as part of our city's growth since the proposed oil rigs in the late 70's. Who gave the Harbormaster the green light to say our city was in favor of such a proposal without asking its citizens? The fast tracking of this proposal is so detrimental to our way of life in Homer from an economic to an environmental perspective that it's difficult to even contemplate. This project must be stopped until it is thoroughly investigated by the public in a slow and methodical way before any further decision is made. I am a 35-year resident and have paid for boat moorage in the harbor for that many years as well.

**Electronic Signature**

Susan McLane

I understand that checking this box constitutes a legal signature confirming that I acknowledge and agree that I am the person identified above and that I acknowledge and agree to the above Terms of Acceptance.

**Source URL:** <https://www.cityofhomer-ak.gov/node/60081/submission/50403>

**Links**

[1] <https://www.cityofhomer-ak.gov/cityclerk/submit-written-testimony-city-council>

Submission information

Form: [Submit Written Testimony to City Council](#) [1]  
Submitted by Visitor (not verified)  
Sun, 02/26/2023 - 1:38pm  
98.225.87.214

**First Name** Hal  
**Last Name** Smith  
**Email** halcsmith22@gmail.com  
**Phone Number** 9072990327  
**Are You A City or Non-City Resident?** City Resident

**Which City Council Meeting do you want to participate in?** Regular Meeting

**Date of Meeting you want to participate in?** Mon, 02/27

**What type of comments will you be giving?**

Public Comments Upon Matters Already on the Agenda - Citizen may comment on regular agenda items not scheduled for public hearing such as Consent Agenda items, Memorandums, Pending Business, New Business, Resolutions, and Ordinances to be introduced.

**Written Testimony**

Dear Mayor Castner and members of the City Council. Holy Schmoly. How did the idea of a modest harbor expansion morph into this proposed mega project that will have life changing impact on the lives of our residents and the ecosystem of Kachemak Bay? As more information emerges, the ramifications of this expansion are just now being realized by members of this community. The City Council must proceed very cautiously in this matter. A project this large needs the support of the community and this can only happen if it is to be part of the Comprehensive Planning Process. The stakes are too enormous to proceed without this. Before any money is appropriated please assure that ALL aspects of this proposal are addressed in the early planning period. Just because some "leaders" seem to think this is a done deal is no reason to rubber stamp this project. Please do not let this project go any further until you have assured that the whole community has been a part of this planning process. Thank you. Hal Smith, MD. 35 year resident of Homer, 30 year Emergency Physician at SPH.

**Electronic Signature**

Harold C Smith

I understand that checking this box constitutes a legal signature confirming that I acknowledge and agree that I am the person identified above and that I acknowledge and agree to the above Terms of Acceptance.

**Source URL:** <https://www.cityofhomer-ak.gov/node/60081/submission/50402>

**Links**

[1] <https://www.cityofhomer-ak.gov/cityclerk/submit-written-testimony-city-council>

of Exvessel Value of UCI & LCI commercial fisheries

Year	UCI	LCI	Total	UCI	LCI
2001	\$7,732,881	\$870,710	\$8,603,591	90%	10%
2002	\$11,643,925	\$961,327	\$12,605,252	92%	8%
2003	\$12,875,310	\$1,820,514	\$14,695,824	88%	12%
2004	\$20,701,093	\$845,745	\$21,546,838	96%	4%
2005	\$31,677,341	\$856,221	\$32,533,562	97%	3%
2006	\$13,904,377	\$1,536,050	\$15,440,427	90%	10%
2007	\$23,423,367	\$1,422,853	\$24,846,220	94%	6%
2008	\$16,696,717	\$3,396,004	\$20,092,721	83%	17%
2009	\$14,573,849	\$1,674,997	\$16,248,846	90%	10%
2010	\$33,168,113	\$1,172,780	\$34,340,893	97%	3%
2011	\$53,121,708	\$2,313,902	\$55,435,610	96%	4%
2012	\$34,955,955	\$1,214,580	\$36,170,535	97%	3%
2013	\$40,241,970	\$3,811,555	\$44,053,525	91%	9%
2014	\$35,079,504	\$1,648,314	\$36,727,818	96%	4%
2015	\$24,164,211	\$3,945,235	\$28,109,446	86%	14%
2016	\$22,384,437	\$1,014,125	\$23,398,562	96%	4%
2017	\$23,838,446	\$4,752,368	\$28,590,814	83%	17%
			Avg =	92%	8%

Cook Inlet Aquaculture Association	
Year	ENHANCEMENT TAX (Total)
FY'81	\$704,186
FY'82	\$765,524
FY'83	\$367,300
FY'84	\$521,923
FY'85	\$801,480
FY'86	\$907,275
FY'87	\$2,726,890
FY'88	\$3,057,189
FY'89	\$1,433,105
FY'90	\$971,466
FY'91	Unknown
FY'92	\$2,671,268
FY'93	\$633,053
FY'94	\$715,707
FY'95	\$528,418
FY'96	\$639,715
FY'97	\$680,278
FY'98	\$192,701
FY'99	\$469,005
FY'00	\$244,555
FY'01	\$191,778
FY'02	\$251,425
FY'03	\$288,914
FY'04	\$405,258

4,067,688

8,188,650

\$ 20,829,512

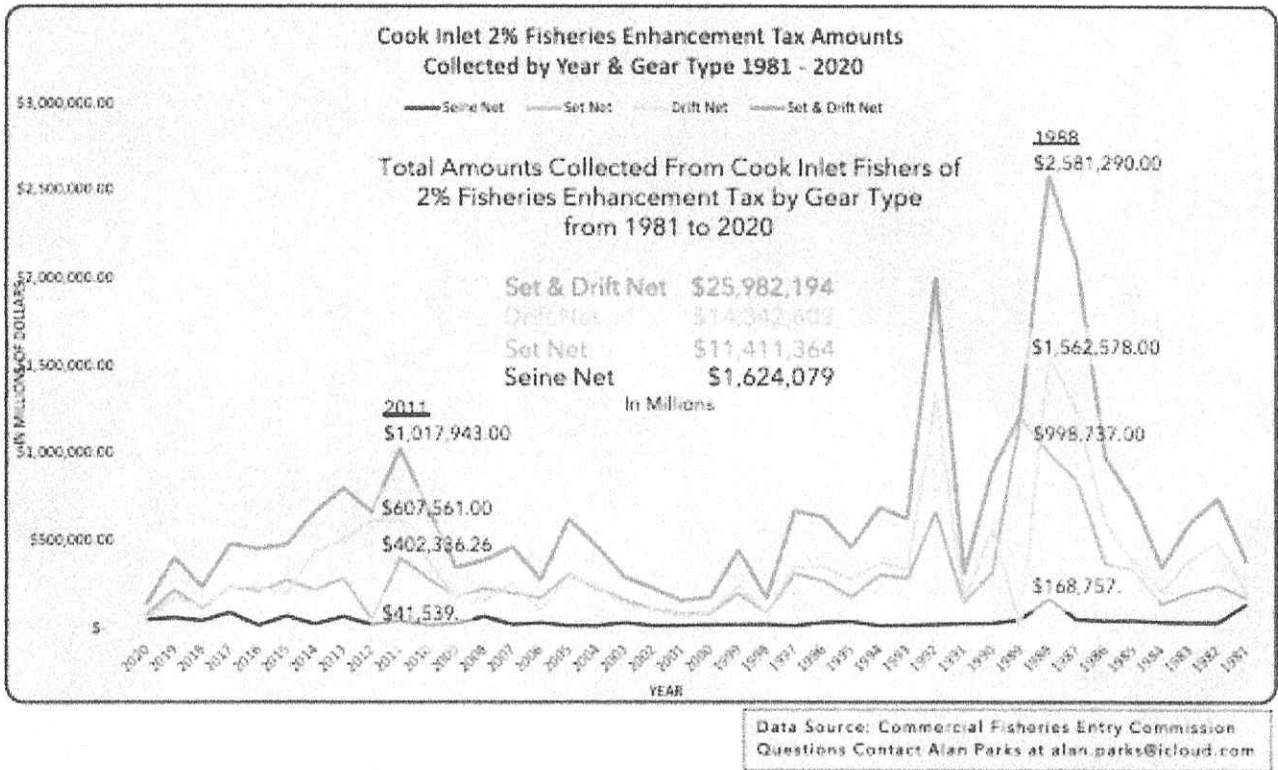
6,530,145

2,039,029

From: NJ H halibuts@gmail.com  
 Subject: Fwd: 2%  
 Date: February 13, 2023 at 10:30 PM  
 To: Wes Humbyrd whum@acsalaska.net

----- Forwarded message -----

From: alan parks <alan@alanswatertaxi.com>  
 Date: Mon, Feb 13, 2023 at 10:22 PM  
 Subject: 2%  
 To: NJ H <halibuts@gmail.com>





## Rachel Tussey

---

**From:** mary griswold <mgrt@xyz.net>  
**Sent:** Monday, February 27, 2023 8:08 AM  
**To:** Rachel Tussey  
**Subject:** Ord 23-09 Arctic Shark Ice Removal Attachment

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

(please include in the cc supplemental packet)

I enthusiastically support Ord 23-09 to spend \$40,000 to purchase the Arctic Shark Ice Removal Attachment. I saw this ice-eater in action on West Fairview as I walked from Karen Hornaday Park to the Reber Trail before the ordinance was on the tentative council agenda. I was immensely impressed. It was amazing! It broke the several inches of dense ice into small chunks which the following grader removed, revealing the smooth asphalt and yellow lines. This is a critical safety acquisition in light of the ridges of icy roadway that make it difficult to stay in our lane or cross lanes to make turns or to even see where our lane is.

If you want to see for yourself how effective this attachment is, please go to Arctic Shark Roadway Ice Commercial for an excellent video.



## Rachel Tussey

---

**From:** mary griswold <mgrt@xyz.net>  
**Sent:** Monday, February 27, 2023 8:07 AM  
**To:** Rachel Tussey  
**Subject:** Fwd: Ord 23-11 comp plan update

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

----- Original Message -----

Subject: Ord 23-11 comp plan update  
Date: Mon, 27 Feb 2023 12:00:44 -0500  
From: "mary griswold" <mgrt@xyz.net>  
To: melissa jacobsen <mjacobsen@ci.homer.ak.us>

(please include in the cc supplemental packet)

I support updating our comprehensive plan and re-writing Title 21 Zoning and Planning Code. However, the timing is terrible and the cost is excessive. Please wait until the harbor expansion project evaluation is at least underway before updating the comp plan. The harbor project could turn Homer inside out. Doing a comp plan before we have any idea of the effects of this project is financially irresponsible and not a good use of anyone's time.

City staff and the public can hardly keep up with all the proposed projects underway right now. No one predicted this flood of opportunity when the city council decided this comp plan was of highest priority. It can wait a little while.

Please scale down the scope of work for this project to better align with what is truly needed.

Reduce the outlook to 15 years, concentrated on the next 10 years. Even if comp plans are usually programmed for a 20-year period, this is too far out for reasonable development predictions in Homer.

Reduce the analysis expectations. Homer encompasses 25 square miles, 10 of which are salt water. Fifteen square miles of land is a small area. Homer is a small town. Development analysis should be consistent with a small town not in line with what may be necessary for a large municipality. Consultants do not have a crystal ball to provide us with a definitive blueprint to build our town. No one can predict when an unexpected opportunity may present itself that could up end the best laid plans. Consultants can provide best guess guidance based on better information than we have on our own, but let's keep a realistic perspective on potential growth.

Our comp plan needs adjustment, but not drastic changes. Compatible development is entrenched in some areas. Other areas are ready for change or expansion. Let's concentrate on what needs adjustment.

I support re-writing Title 21 code. I don't know how much of the appropriation is dedicated to this. Writing good code is a skill and worth paying for. However, it shouldn't be exorbitant. There is a lot of good code available on the internet and from other cities for consultants to evaluate and adapt for our purposes. We don't need to re-invent the wheel.

Please postpone action on this ordinance and reduce the project timeline, scope, and cost. I recommend a \$250,000 budget.



# City of Homer

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

Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: Mayor Castner and Homer City Council

FROM: Rob Dumouchel, City Manager  
Ryan Foster, Special Projects Manager

DATE: February 27, 2023

SUBJECT: ORD 23-11 – Supplemental Memorandum

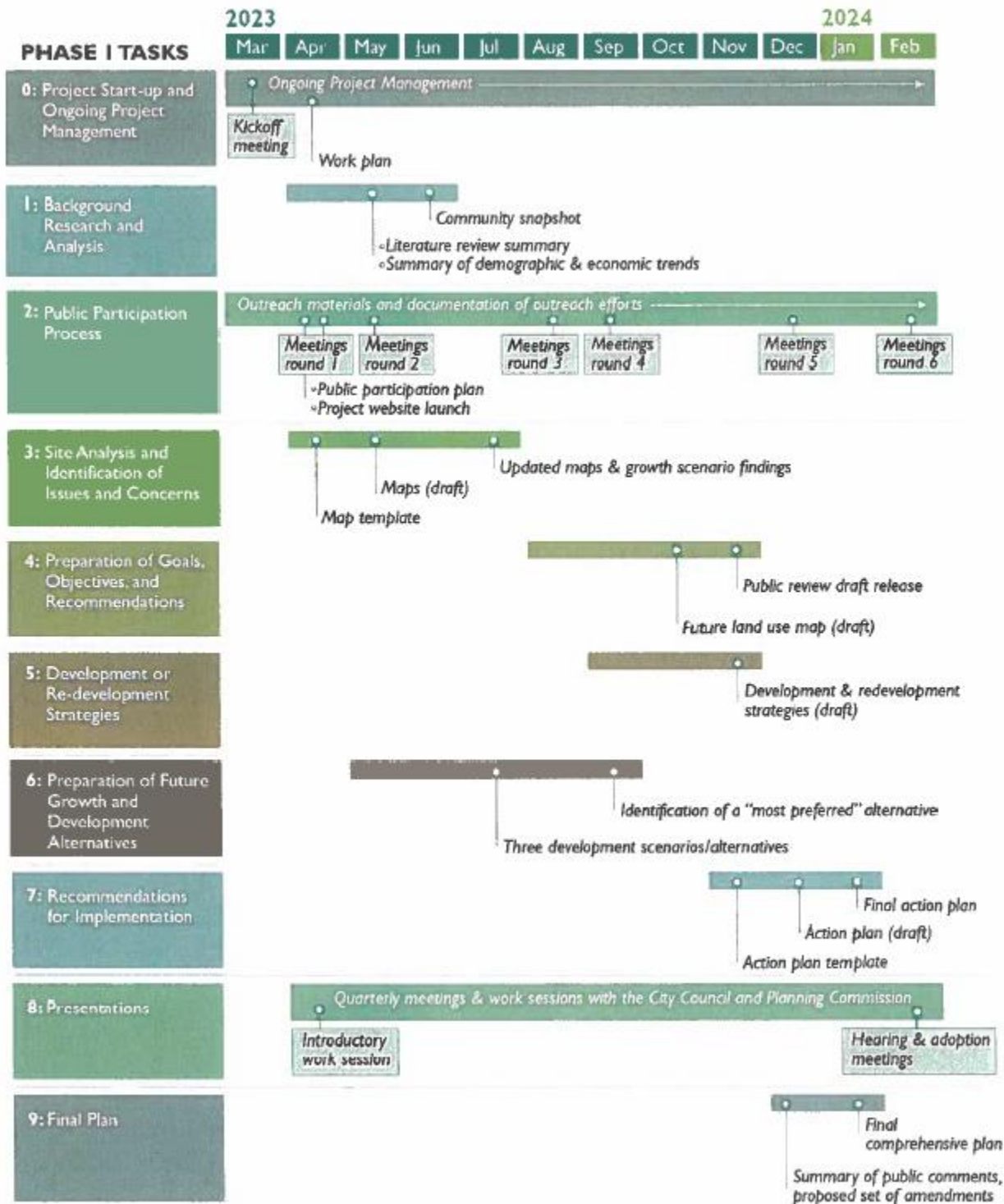
The Comprehensive Plan (Phase 1) and Title 21 Zoning Code (Phase 2) project were bid together to create a cohesive project that will give the City the greatest opportunity for updating both of these critical tools within the shortest reasonable time frame. The winning proposal was received from Agnew Beck who has built a multi-agency team that also includes individuals from Stantec, Northern Economics, Respec, Kinney Engineering, and Crovus Design. The proposal came in at \$648,143 with \$395,873 going towards the Comprehensive Plan and \$252,270 going towards the Zoning Code (with the understanding that Agnew Beck reserves the right to move budget between tasks, staff, and subcontractors as long as they stay within the project’s cap).

The Comprehensive Plan and Zoning Code update were identified in the 2022 Visioning Work Session as top priorities for the City Council. The table below shows the 2022 priorities and highlights the directly applicable items in dark green and those which would get a benefit from the project in a lighter green.

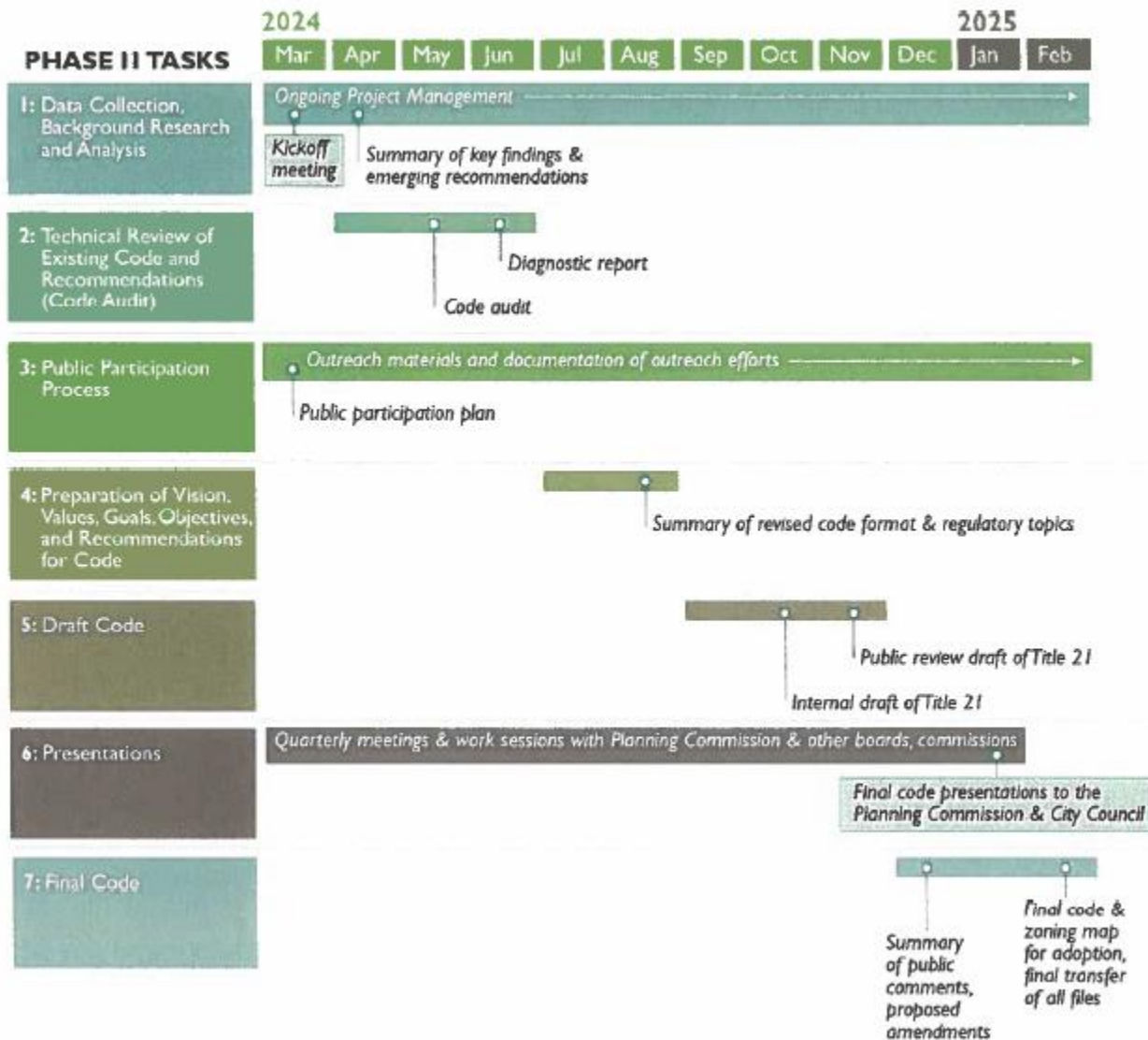
### 2022 Council Priorities

Fiscal Policy Improvements					
Comprehensive Plan Fast Forward		Zoning Code Modernization		Building Code Adoption and Implementation	
Expansion of Sidewalks and Trails			Water and Sewer Expansion		
Housing Challenges			Emergency Preparedness and Training		
Public Safety Conversations	Volunteer Action Plan	Coast Guard City Designation	Harbor Float Replacements	Recreation Priorities and Planning	Cybersecurity Improvements

Phase 1, as proposed by Agnew Beck, covers the creation of the Comprehensive Plan and includes the following phases: Project start-up and ongoing project management; background research and analytics; public participation process; site analysis and identification of issues and concerns; preparation of goals, objectives, and recommendations; development or re-development strategies; preparation of future growth and development alternatives; recommendation for implementation; presentations; and delivery of the final plan to City Council for adoption.



Agnew Beck’s phase 2 covers the rewrite of the zoning code and includes the following phases: data collection, background research and analysis; technical review of existing code and recommendations (code audit); public participation process; preparation of vision, values, goals, objectives, and recommendations for code; draft code; presentations; and delivery of the final code to City Council for adoption.



A big part of the value of bringing all of this planning together is that our core plans will all be of the same era and in alignment with one another. Currently, planning documents for the City have gaps in the timing of approval dates and demonstrates a need for a full update. Below are the approval dates for these City Plans and Codes:

- 2018 Comprehensive Plan Technical Update with the last full update in 2008
- 2011 Spit Comprehensive Plan
- 2006 Town Center Development Plan
- 2007 Sustainability Plan
- 2005 Transportation Plan and 2004 Non-Motorized Transportation and Trail Plan (currently being updated)

- 2008 Title 21 Zoning and Planning Code update
- Last major overhaul of Spit zoning regulations was 2013. Prior to that, few updates since adoption in 1982.

Staff strongly recommends against breaking up the two phases of the project for several reasons including:

- A new Request for Proposal process may need to be initiated for project bids because the change in scope is so substantive. The team that put in the winning bid, led by Agnew Beck Consulting, put together a two-phase project. Phase 1 is tentatively scheduled to create a completed Comprehensive plan by early 2024. Phase 2 is tentatively scheduled to create a Zoning Code rewrite by early 2025. Agnew Beck Consulting were selected upon their demonstration of their ability to complete all tasks and phases of the project. A change in the scope of work and project phases could result in a different score and selection altogether.
- There is a distinct advantage in terms of time, money, and project alignment, to having the same firm work on the Comprehensive Plan and the Zoning Code. Breaking up the two phases would likely forego these benefits.
- The Comprehensive Plan and Zoning Code have a direct working relationship, they are dependent on one another for alignment in order to guide future development in the City over a 20-year time frame. Completion of only the Comprehensive Plan (Phase 1) is considered by staff as a half measure, since the Zoning Code (Phase 2) implements the vision, goals, and objectives of the Comprehensive Plan. An updated Comprehensive Plan without a Zoning Code update is limited in value.
- Building Code adoption and implementation is a goal of the City Council. Results of the City's application for Building Resilient Infrastructure & Communities is anticipated in summer of 2023. Adoption and implementation of building codes would be a significant departure from current convention and would impact the overall development review process in the City. Zoning Codes and Building Codes should be aligned in order to guide future development and ensure all code requirements can be met.
- The update of the Master Transportation Plan and Non-motorized Transportation and Trails Plan is underway. The current scope of work for the Comprehensive Plan (Phase 1) project requires coordination with the draft plan of the Master Transportation Plan since there is a direct relationship between land use and transportation. A change in scope or timing may make the alignment of these plans more difficult.
- There are significant housing challenges in Homer, and while the solutions to this problem are complex and varied, updating the Comprehensive Plan and Zoning Code are arguably the most significant contribution the City can make towards solving this problem. The City's processes, procedures, plans, and codes are the regulatory framework for all development within the City, including for housing.
- Progress on other Council goals, such as extension of City utilities, development of a mixed use town center, development of a downtown public space plan, and the harbor expansion project, would be impacted.

One concern that has been brought forward is that beginning this process will stop us from making timely changes to code across the next couple years. From the beginning, staff has indicated that there are changes we can focus on while the big picture items are shifting. For instance, there is a lot of interest in subdivision



processes, procedures, and code at this time. There is nothing that would be set in motion by the Comprehensive Plan or Zoning Code rewrites that would stop us from making changes to subdivisions. In addition, adopting a grading, clearing, filling, and drainage permit would not be impeded by the Comprehensive Plan and Zoning Code update project.

One concept for funding that has been put forward is to partially fund the project with an ordinance and roll the rest into the FY24/25 capital budget. Administration is not opposed to structuring the funding in that fashion, but if the Council doesn't approve the rest of the funding, the City would receive nothing in terms of deliverables, with no return on a significant amount of time, money, and effort on behalf of the City and the entire community. It's also uncertain if the consulting team would be willing to take that leap of faith with us. Consulting services are currently in high demand nationwide. Federal infrastructure funding is creating a lot of opportunity for funds to be utilized for planning and development, and therefore, consultant firms are very much in-demand for their subject matter expertise and ability to manage complex projects and provide on-time deliverables.

Another concept that has been floated is to wrap the project into the FY24/25 Capital Budget. That would shift our timeline by about four months. Staff could be supportive of that, our main concern would be if the winning consultant team would be willing to make the shift with us.