

Kachemak Drive Path Committee

Meeting, November 7, 2011, 5:30 p.m.

1. Call to Order – 5:30 by Chairman Bumpo Bremicker

Attending, Beth Cummings, Bumpo Bremicker, Dave Brann, David Clemens, Lindianne Sarno, new member. Ingrid has resigned. Bumpo appoints Lindianne Sarno, who is recording minutes.

Agenda approval. Dave moves to approve. Beth seconds. No objections. Agenda approved.

Motion to approve minutes from last meeting. Dave moves, Beth seconds. Minutes approved. Beth wishes to discuss Mud Bay Trail.

Public Comment on Agenda Matters: Lynn Whitmore, Chair, Kachemak Bay Moose Habitat, visitor.

Lynn Whitmore: Lived here forty-odd years. Seven years Homer Fish and Game Advisory Committee. President. Kachemak Drive Moose Habitat, mitigation funds as result of lake of Bradley Lake hydro project. Moose and black bear and goat affected by that project. Ended up with \$187,000 to work with, now have about \$1,000,000 property, \$250,000 in bank. Fairly successful. At request of Fish & Game, trying to acquire habitat around Beluga Lake to save Homer Bench herd. I like to eat moose, I put time in to give them food, get food back from them. Fundamental. Understand a little of what you propose, put trail through our property, how can we help, need to hear what you guys have in mind. Trail design, trail size. My job is to feed moose or give them a quiet resting spot. Beluga land isn't so much food as quiet resting place. They get stressed in March and April, die off occurs then. F&G says not better buying property in lowlands, moose have been coming down to wetlands. Need quiet place to sit and rest. Trails, OK, through good habitat, trails going along right of way, OK.

Bumpo: Conservation easements – is that what your land is called?

Lynn: No. Land Trust deals with conservation easements. We have notes on some our property, in perpetuity agreements. Private donations and parcels, our stuff, some has easements. Around Beluga Lake.

Beth: Three pieces, west of Arctic Tern Road, is Moose Habitat Incorporated willing to let this city-owned trail go across?

Lynn: How wide? Type? Quality? Any place where there is potential for water/sewer services or HEA events, you want to be aware those services could bisect trail. My board would not be glad to have trail in moose habitat. But it would be OK if you keep trail close to Kachemak Drive.

Dave Brann: have not drawn line on map. Starting from Airport Manager's office, keep under power line, all the way to Arctic Tern, that looks do-able. HEA has no objections.

We don't want to do this without full support of landowners. Contacting Moose, Inc is part of education process for us.

Lynn: I recommend you come up with statement of trail width and materials. Do something right on foundation, in case it will have to be paved someday. If I go to talk to my board, they will want to know how big this is. Some landowners have been whacked with assessment and the take. Some people won't be thrilled to have someone else come along. Bisect some other way, may not take it very well. Path of least resistance. Say to folks, look they're changing your front yard anyway, won't plant native vegetation, we'd like to put trail through. Folks may not want trail in front of or behind their house. Easement for water and sewer is already there, concentrate there.

My board will be interested in uninterrupted quiet space, as you get away from road, power line has cushion of trees between road and power line. Keep it quiet. That's what you'd be up against.

Dave: Could you provide us with map of properties you own.

Lynn: City Planning department. On maps. Figure on a ten foot footprint. Water and sewer project. My board includes chair of Alaska Energy Association. Other is in charge of all refuges, McNeil River sanctuary. Both concerned with water flow on surface of Beluga wetland. Water sewer project changed the flow of things. Fish and wildlife made a fuss with city. If you do anything to further change that flow, you'll run into further headwinds. Again, keep it close to water and sewer project.

Bumppo: Most of trail, drains away from the bluff. Most folks didn't get that. It drains towards slough. Put in culverts to deal with that afterwards. Water and sewer takes that into account and is sloped in that direction. Trail on top could interrupt that flow. Needs to be way to let flow get across that trail.

Lynn: Landowners won't soon forget that impact on bay side. Catch it early and design it properly.

Dave: Geoblock. Familiar with? Inch and half thick in delicate areas.

Lynn: Is it a foundation? Can you pave on top of it? PSI? You'll be compressing material.

Bumppo: This helps us a lot. Drainage issues, quiet zones.

Lynn: We've all watched moose die near trees. Need to not get disturbed so they don't burn energy. In a lot of cases, you'll be dealing with already stressed landowners. Better now. I would get a fairly quick professional opinion on trail format and size. Settle what trail will look like, cost at 10 feet, prepping for future pavement. East road, huge substantial trail, had to be designed to repave. State parks will have standards for designs for wetlands. Might be leftover material from Islands and Oceans.

Dave: Bishops Beach material will be replaced. Possible to get that material.

Lynn: High value wetlands. EPA allows people who get in trouble to mitigate properties through us. We get asked to make sure Larry Herndon isn't into wetlands while ground freezes. Did core samples, they

have this amount, allowed to do now, rest after ground is frozen hard. Better to piggy back on water/sewer project.

Lindianne: how best to interface with those guys?

Lynn: (1) decide what trail will look like. (2) High value wetlands, forested HEA right of way, trail design may change. May be able to use Islands and Oceans stuff in drier parts. (3) Where will you put trail? F&W, F&G, ACoE, describe two paths, right of way and other. Have that together, then go sit with them and talk it over. Once you get your route A and route B, and trail design, have accepted building material laid out. Go to entities that have designed trails, those are the two or three types, high value wetlands, drier, highlands, enough due diligence to ask for their opinion. They may say no input until finalize. Or may be helpful. Give them some ownership of project, input up front.

Dave: How do moose deal with boardwalks?

Lynn: Moose would cross without too much problem. Heavy snow year, moose use path of least resistance. Snomads have gone into high country when wolves were getting into big valleys, pack down snow so moose can get around. Make paths to next valley. Next day, moose are out of there. Don't make it high, slick. They go across the highway.

Beth: Who for trail design?

Lynn: Jack Sinclair, in charge of state parks, Kenai Peninsula. DOT for trail design. They've done big ones and small ones. DNR state parks has one landscape architect who does trails. He will send you to somebody.

Dave Brann: Alaska Trails has design people.

Lynn: Homework: pull up borough base maps, turn on feature that shows trees, aerial imaging, look to your designs, you can come along here and see how much of each type, have that available as it goes across different parcels.

Bumppo: We're fortunate to have Kevin Walker, retired highway engineer, here. Thank you for valuable information.

Lynn: My name is in phone book. Also work part time Jay Brandt.

Bumppo: Pending business: specific strategy.

Kevin Walker: I made trip charts, a have a file, can print out to draw a line on a map. This section is wetland, this section is high, steep slope, etc. for different types of trail.

Wet, dry, steep. Three types.

Looked at 38 page sewer and water project, a little less than half the trail. Go up behind the gear shed and boat yard. Legal easement there. Davis Street. There is room for ditch and trail.

SWPP plan, whole plan, say they will grade, and plant. If they are doing that work, park money, access to, equipment is there already, have them lay down tyvar and put some gravel on top of it. Erosion resistant. Compact. Make sure water doesn't pick up dirt when it flows across it. Piggyback on their corps of engineers and permits. We'll help you out, put in some volunteers, in-kind contributions.

Bumppo: Advantage of putting this on top of existing, we don't have to excavate. Just add something on top. Disadvantage is drainage issue Lynn was talking about.

Kevin: while they're excavating, do our foundation as a trough in the middle of their excavation.

Bumppo they quit because they're waiting for it to freeze up for those wet areas. They seeded already.

Dave: Get in touch with Larry Herndon.

Bumppo: Larry is for this project.

Beth: Ongoing conversation with his wife. He will be gone two weeks, be back late November.

Lindianne: Move that we get in touch with Larry and invite to our December meeting.

Bumppo: I will get in touch with Larry Herndon.

Beth: Part of trail from base of spit to Arctic Tern. Few landowners there. We need to work on both at same time. People need to see section that has been accomplished. I am talking with landowners. One landowner said, you should go across my land. He will try to talk to other landowners. This is doable.

Bumppo: To get approved, we need a plan for whole thing.

Beth: Would like to go into detail for first mile and a quarter. 35 landowners from end of sewer and water to east end road. Middle starts at Arctic Tern. Limited number of landowners, most of whom are businessmen, they will get behind it.

Dave Brann: Progress with water and sewer now. I agree, work on that section. Get Larry in here. Specifics. Later in agenda, letter: has to go to commission and then to landowners.

Beth: Talked to Julie Engebretsen, City Planning, I mentioned the letter. She said the letter is not to you. That's the job of the staff to do.

Dave Clemens: Lynn laid this out perfectly. Width, design, materials. What it is. Do our due diligence. Specifics: City trail manual.

Kevin: East End road is ten feet. Major trail. Paving equipment doesn't go less than ten feet. Can pave eight feet. Dig trench and fill, that will be flat, eight feet with no slope.

Bumppo: Put down decent base, could pave later. Just figure out width and surface.
Wetland area, would need special work to pave later.

Dave Brann: Safe Level 3 trail description. Page 16. Informal trail, semi-urban to rural, through neighborhoods. Use primarily pedestrian and include bike and horse. No shoulders beyond surface top. Surface material type is 4 inches not frost acceptable gravel over geo textile, boardwalk, or other reinforced type materials. Steps discouraged, less than 8% grade. Their preferred design manual for trails. If necessary include boardwalks, same width.

Dave Clemens: Page 32, non-motorized transport plan, description. Multiuse path, ten feet. Like East End path.

Bumppo: Kevin have seen material dredging out of harbor? Lots of it above Pier One Theatre. Wonder if that material would do? Sandy gravel.

Beth: Jeff Middleton said, it's mostly sand, would use as fill, would have to put gravel that impacts on top to be useful for bicyclists.

Kevin: Has to be combination of sizes, sharp compactable particles, crushed. 30% or more have to have sharp fracture faces. Mix dredging with crushed gravel. Presents

Bumppo: Ten foot wide, geotextile under it, level three. Boardwalk included in some areas. Tough enough to have snow removed. Small snowblower. Maintenance cost.

Detailed plan:

From base of Spit, flat on trail, until pull off place at base of hill. Fill along side of road, leave grass strip. Or boardwalk along that section. \$100/foot for boardwalk. (Need permission from Jocelyn Baloon for working in that right of way. Boardwalk in right of way, but would need permission from ACOE and F&W for pilings.) Grass strip or barrier separates bike path from road. This takes us to base of hill.

From parking lot at base of hill, trail goes off through patches of trees, drops down to wet area, next patch of trees, over hill, to wet area, then hugs the edge of the grass, mostly at toe of the bluff. Ten foot wide gravel path. Until airport access road. Multi-use recreation bicycle-pedestrian trail. Plan includes signage out on road for bicyclists who continue to commute on the road: Do not pass bicyclists on this hill!

There is (1) option to go up the long slope to the west end of long term parking, rejoining huge road shoulder; would require bridging culvert; (2) easiest option is to go up airport access road. Consult with experts, Dave Brann suggests asking Kevin Myers about this section. Dave Brann will call Kevin Myers. This is our only problem area.

Up access road to long term lot across from airport. Research Reserve building, all part of Aviation Leasing. Follow yellow line, sewer line, to Bay Club Driveway, filled trail along that section. Little bit of leveling, geotextile, and gravel, will take care of that section. Cross the road right there, to right of airport manager's office. Cross there because few driveways for bicyclists to cross, good line of sight. Now you're on northside of K Drive, follow blue line, along road to end of boat yard. A few puddles in there, mostly dry, gets wet last lot of four. Power line easements go along there. From end of boat yard, follow power line easement across Lampert Lake to Caravan Trucking Company, section there is somewhat wet. Use plastic boardwalk, or Geoblock. Geoblock maintains trail structure, but nature works through it. Plants, water, gravel can all get through. Could help us get across muskeg/wetland. Stay close to road, but separate. Stay under power line on Moose, Inc. property. To Arctic Tern.

At Arctic Tern, powerline continues parallel to road. Stay with it. From Arctic Tern to curve, terrain is dryish, muskegish, dry enough for typar and 4 to 6 inches of fill. At curve, just before house, cross the drive way, stay close to the road, then cut back to powerline easement. Terrain is relatively dry, use Geoblock, gravel, or turnpike style. Old mill, go in front of mill, stay on powerline. Right across from Morris Avenue. Property owner says OK to go in front of his house. Cut back to road in front of Rob Zolo's property. Join water and sewer.

On water and sewer line, fabric and gravel construction. Easiest for maintenance of water and sewer line. Until high value wetlands. Short high value wetland sections. Where spruce trees grow, fabric and fill gravel OK; where terrain is grassy, will need Geoblock. All the way to boat yard. May be able to use plastic boardwalk from Beluga Lake trail. Boatyard, use water sewer line. To Davis right of way. Big ditch is there, put in large cement culvert, lay in ditch, cover with non-frost fill.

Bumppo: Agenda: Close meeting. 8:30.

Beth: Carey Meyer said we need formal letter, requesting plastic material to be removed from Bunnell Street. Beth will write the letter, Bumppo will sign. Beth moved, Dave seconded.

Bumppo: meeting dates: City Council is 28 November. Go to City Council and ask for resolution back. Do not need vote on it. Need ten days to advertise. Our next meeting will be Tuesday the 22nd of November, 5:30 here, Parks and Rec is 17th of November.

Bumppo will call Larry Herndon and see if we get him to come to that meeting.

Dave: Will keep chain sawing logs out of Mud Bay path.

Bumppo: Adjourns meeting at 8:30.