



# 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: Katie Koester, City Manager  
DATE: March 6, 2019  
SUBJECT: March 11 City Manager Report

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### **Hilcorp Exploration in the Inlet**

This summer you may notice a rather large ship stationed in the Inlet. Beginning in May, Hilcorp will be conducting exploration via contractor Polarcus, a marine seismic exploration company, approximately 30 miles west of the Homer Spit. The attached map and white paper has additional information. Though the Polarcus may dock for a few days in Homer, it will spend most of its time in the Inlet and will be working with local providers to shuttle goods and people.

### **ROW Clearing**

Since 2016, Public Works has made a conscious effort to be more proactive about clearing rights-of-way (ROW) since years of “vegetation creep” allowed alders and large spruce branches to impede the ROW. The goal of this effort was to have the ROW proactively surveyed and cleared when staff had the dedicated time to do so versus staff responding reactively to a ROW that unexpectedly impeded regular maintenance or posed a safety hazard. Being proactive with ROW maintenance is efficient and cost effective since work can be done when the crews have time and the conditions are ideal versus on an emergency basis. It also extends the life of the road and facilitates access to utilities in need of repair. Nevertheless, ROW clearing can be one of the things you as councilmembers hear about the most from your constituents as the impacts are close to home. There is no question the right of way has to be cleared-- the City has not only a right but an obligation to keep the right of way clear and well maintained, however I wanted to have a conversation with the Council about the best way to manage our resources while adequately maintaining City streets. Equally important is to be consistent with how we approach properties so Public Works knows the Council and City Administration has their back. I am hoping to spend some time getting Council feedback and ideas during the Committee of the Whole meeting.

### **Summary of Neighborhood Seawall Meeting**

On February 28<sup>th</sup>, Public Works Director Meyer and Councilmembers' Smith and Aderhold joined me in hosting a discussion on the Seawall while listening to comments and suggestions made by the public. There were seven community members present, two of which joined telephonically. I am currently drafting a list of suggestions made at the meeting, which will be submitted to all the homeowners residing in the Ocean Drive Loop Service Area (ODLSA), a neighboring property owner interested in paying into the Seawall's maintenance fund, and to Coastal Engineer Ronny McPherson. Mr. McPherson's Anchorage-based firm HDR is typically hired by the Department of Transportation for its Homer-based projects, including coastal erosion issues. Mr. McPherson will then provide the City with a quote that reflects how much his firm's

coastal engineering analysis will cost; the analysis will take into consideration the suggestions we submit. I will then come before Council on March 26<sup>th</sup> to request authority to spend funds from the Seawall Revenue Accounts (City account 156-0369 and ODLA residents' mill rate deposits account 808-0375) to cover a coastal engineering analysis for the Seawall that addresses preventative measures and future next steps to extend the life of the wall. The majority of the community members were in favor of using the Seawall maintenance funds to cover this analysis. As of the end of 2018, the remaining fund balance for Seawall maintenance is around \$90,000.

### **Northern Enterprises Boat Yard Inc. Lease Postponed**

In my last City Manager's report, I shared with Council that staff would come before Council on March 11<sup>th</sup> with a Northern Enterprises Boat Yard Inc. lease proposal for sixty square feet of City tidelands. This topic has been tentatively postponed to the March 26<sup>th</sup> City Council meeting but may be additionally delayed due to the applicants' needs.

### **Library Director Busy Applying for Grants**

Library Director Dixon has applied for a Tier 1 Rasmuson grant request with two parts: "collection enhancement" for books, DVDs, and Great Courses in CD and DVD formats (\$9,550); and funding for construction of a locking storage case to house a collection of historical and rare Alaskan books (\$3,000).

The Collection Enhancement portion is to purchase new books in several targeted sections, including health and medicine; STEM/Maker topics for older teens and adults; art books with quality photos; updated travel guides; replacements for classics in poor condition; updated children's book series on countries of the world; and bilingual/world languages books for children. Media purchases will include Great Courses; adding and replacing popular DVD classics; and DVDs on drug education and prevention.

The locking, glass-front cabinet will allow us to move a collection of historical and rare Alaskan books out of the director's office and into the main library, where patrons may utilize them in the library under controlled conditions. The collection contains items from the libraries of Toby Tyler, ???, and other local residents to the library over the years. These books are too valuable, or difficult to replace, or fragile to circulate in the regular collection. This grant request was submitted at the beginning of the month. The Rasmuson Foundation takes three to six months to decide on acceptance of the proposal.

The Library has applied for the Rasmuson grant a couple of times in the recent past. However, there are grants that we apply for and receive every year. These include the Federal e-rate grant that covers 70% of bandwidth costs at the Library (\$9,000) and a \$7,000 State Public Library Assistance Grant for books.

### **City Manager Out of the Office but Not Off Work**

I will be out of the office the week of March 18<sup>th</sup> attending the International City Manager Association West Coast Regional Conference. I am looking forward to the opportunity to be reenergized and inspired by from my West Coast colleagues. Please feel to contact me while I am away – I will be engaged with packet prep and other City business and should be 100% available by phone and email.

### **SCBA Funding Request to Legislature**

The Kenai Peninsula Borough has submitted a request to the Legislature for the replacement of self-contained breathing apparatus (SCBA) for Peninsula fire departments. This is in addition to the joint application to the Assistance to Fire Fighters Grant Program the City of Homer is participating in for the same equipment (Resolution 18-080). The Homer Volunteer Fire Department SCBA will be expiring in less

than one year and we will have to find general fund dollars to replace the equipment if one of these grants is not successful. The City appreciates the Borough taking the lead for Peninsula departments; working together we have a stronger voice and it ensures the interoperability of our equipment when we need to engage in mutual aid. Though it is unlikely there will be much of a capital budget this year, this project hits all the marks of life safety, regional benefit, and is a high need item. The City should advocate for it with the Legislature if the opportunity becomes available.

### **Update on 1% for the Art for Fire Hall**

Resolution 18-081 awarded a contract to Jeffery Dean of Creative Fire Studio for a steel engraving to mount on the Fire Hall. In the resolution, the Art Selection Committee directed the artist to work with members of the Homer Volunteer Fire Department and members of the selection committee on final design and placement. After much back and forth, the artist and Department settled on the attached design to be placed in Pocket Park by the Fire Hall. This piece, complete with a bench and landscaping, will bring attention to this lovely little space. See attached proposal for details. The City appreciates the patience and professionalism of the artist as we have worked to get the perfect piece to enhance our Fire Hall property.

### **Tsunami Awareness Activities at the End of March – Plan to Participate!**

Special Projects Coordinator Jenny Carroll has been working with the Fire Department, community volunteer Wayne Aderhold and various community partners to help make citizens aware of Homer's tsunami safe zone. They've planned a variety of Tsunami Awareness events for the last week of March, which coincides with Alaska's Tsunami Awareness Week. Activities include Facebook posts throughout the week promoting new emergency information materials on the City's website; KBBI's Coffee Table call in show at 10 am, Wednesday March 27<sup>th</sup> and a call in to Radio Realty, Thursday, March 28<sup>th</sup>; and a feature story in the Homer News.

To culminate the week, on Saturday, March 30<sup>th</sup>, the City and Kachemak Bay Running Club will be co-sponsoring the "Tsunami Blue Line Fun Run/Walk" event. The 2.66-mile round trip course follows Homer's tsunami safe zone, a 50' blue line through Homer from the Homer Elks Lodge around Ben Walters and back. The attached white paper and flyer have more information. Please plan on participating in any way you can!

Enc:

- White paper and map from Hilcorp
- Ordinance 16-51; back up memo 16-164 and City website page "Why Are You Cutting Down the Trees in Front of my Property"
- January 14<sup>th</sup> City of Homer letter to DOT Commissioner RE: Drainage Issues in Baycrest Subdivision and DOT response dated February 25<sup>th</sup>
- CAPSIS request for SCBA
- Art Proposal for City of Homer – HVFD Pocket Park
- "Tsunami Blue Line Fun Run/Walk" flyer and white paper





## Hilcorp Alaska

Post Office Box 244027, Anchorage, AK 99524-4027  
3800 Centerpoint Drive, Suite 1400, Anchorage, AK 99503  
Phone: 907/777-8300 Fax: 907/777.-8301

Dear Neighbor,

Later this year, Hilcorp Alaska, LLC (Hilcorp) plans to conduct seismic surveys in the lower Cook Inlet area to gather geologic data. The proposed grid displayed on the enclosed map shows the area we will be collecting the data from a seismic vessel. Hilcorp has hired Polarcus to perform this work. Polarcus is a pioneer in the marine seismic exploration industry, with a proven track record of responsibly operating without harm to the environment. To learn more about Polarcus, their dedication to the environment, and past projects, you can reference their website at [Polarcus.com](http://Polarcus.com).

We plan for the seismic survey activity to commence in early May 2019. The complete survey is expected to take approximately 6-8 weeks. The total duration of the survey may vary due to weather and other local conditions, but our goal is to complete the survey as safely and efficiently as possible with minimal disturbance to the area.

Polarcus plans to dock in Homer and will be in the proposed area navigating the seismic vessel. Two additional guide vessels will be locally contracted to ensure the safety of all project personnel, nearby vessels and area wildlife. The exact path and direction of the vessel is weather dependent.

Hilcorp has applied for the required permits to conduct this work from:

- Bureau of Ocean Energy Management (BOEM)
- United States Fish & Wildlife Service (USFWS)
- National Marine Fisheries Service (NMFS)

***Hilcorp recognizes the importance and sensitivities of the Cook Inlet region and our obligation to execute our work in a responsible manner.***

***Our team will be doing all it can to minimize any potential disturbances.***

Fairweather Science, LLC, an Anchorage-based consulting firm will manage the marine mammal monitoring program during the seismic survey, as required by the Federal law. Protected Species Observers (PSOs) will be placed on project vessels to collect information on marine mammals in the area and work with the vessel crews to initiate shutdown activities when marine mammals are observed within specified distances to our activity. The Polarcus seismic crews will also be fully trained on Cook Inlet species and permit requirements to ensure an environmentally sustainable operation. It is important to note:

- Seismic activities will not start unless no marine mammal has been sighted for a minimum of 30 minutes within established work zones.
- Seismic activities will be shut down and will not start again if a marine mammal has been sighted within an established risk zone.

Hilcorp has also contracted JCS Consulting, a firm based out of Soldotna, to coordinate stakeholder engagement and outreach.

To convey any concerns you may have about this project, activity or to request a community meeting with Hilcorp and/or Polarcus specialists, please reach out to Jill Schaefer at [ak3dinfo@hilcorp.com](mailto:ak3dinfo@hilcorp.com) or 907-841-8185.

At Hilcorp we strive to improve each and every day in all aspects of our business – safety, environmental protection and production. We are excited to work with our Kenai Peninsula neighbors on this project.

For additional information about Hilcorp, our team members or other activity in the area, please contact me directly.

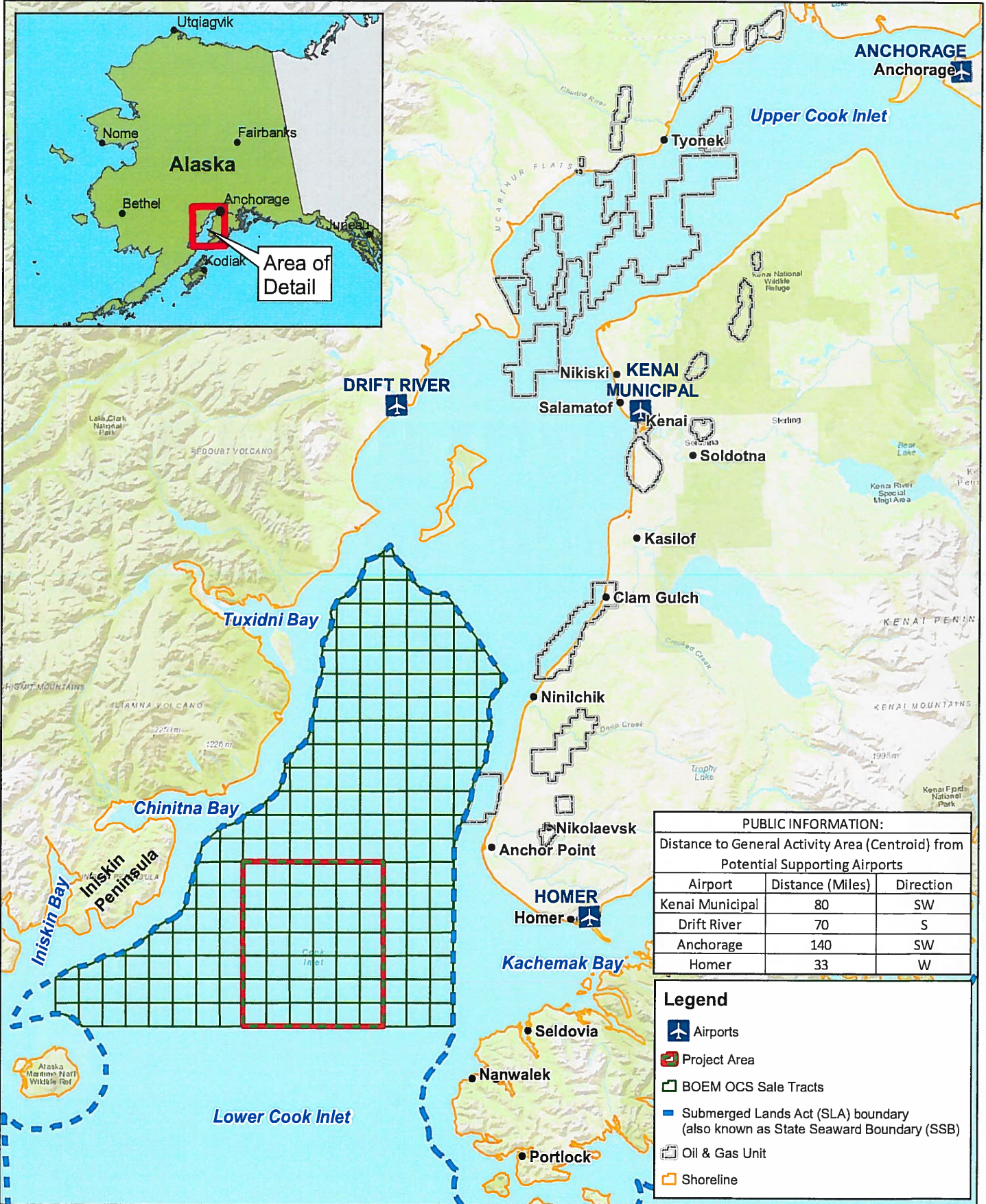
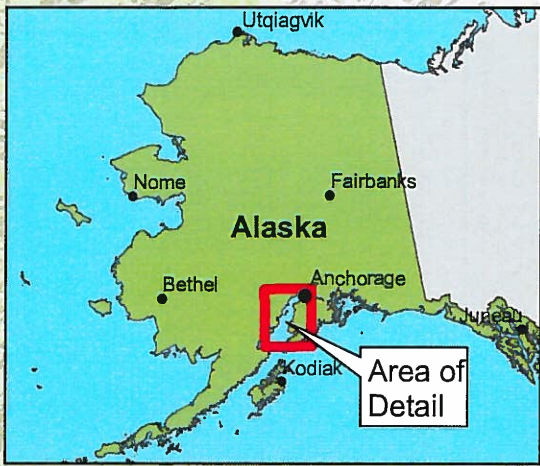
*Sincerely,*

*Lori Nelson*

Lori Nelson  
Manager, External Affairs  
Hilcorp Alaska, LLC  
[lnelson@hilcorp.com](mailto:lnelson@hilcorp.com)

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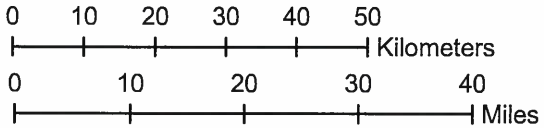
**PUBLIC INFORMATION:**

Distance to General Activity Area (Centroid) from Potential Supporting Airports

Airport	Distance (Miles)	Direction
Kenai Municipal	80	SW
Drift River	70	S
Anchorage	140	SW
Homer	33	W

**Legend**

- Airports
- Project Area
- BOEM OCS Sale Tracts
- Submerged Lands Act (SLA) boundary (also known as State Seaward Boundary (SSB))
- Oil & Gas Unit
- Shoreline



Lower Cook Inlet  
2019 3D Seismic Survey  
Public Information - Regional Overview





# Polarcus Naila

14 streamer 3D/4D seismic vessel

## Overview

Delivered in 2010 Polarcus Naila is an ultra-modern 14 streamer 3D/4D seismic vessel. Built to the ULSTEIN SX124 design and incorporating the innovative ULSTEIN X-BOW® hull, this vessel combines the latest developments in maritime systems with the most advanced seismic technology commercially available. The vessel is also amongst the most environmentally sound seismic vessels in the market with diesel-electric propulsion, high specification catalytic convertors, double hull, and advanced bilge water cleaning system. This vessel complies with the stringent DNV CLEAN DESIGN notation.

## Vessel

• Design	ULSTEIN SX124
• Builder	Drydocks World Dubai LLC
• Date Built	2010
• Flag	Bahamas
• Classification	DNV 1A1, SPS, BWM-T,TMON, SF, E0, DYNPOS-AUTR, CLEAN DESIGN, COMF-V (3), ICE-C, NAUT-AW,HELDK
• Helideck	Sikorsky S-61N / S-92
• Length Overall	91.0m
• Beam	19.0m
• Max Draft	7.5m
• Gross Tonnage	6667t
• Propulsion	Diesel Electric
• Maximum Speed	15.0 knots
• Bollard Pull	155t
• Fuel Capacity	1,540 m3 gas-oil
• Main Engines	6 x Wartsila 9L20, MCR rating 1800kW at 1000rpm
• Main Propulsion	2 x Berg CPP at 3700kW
• Bow Thrusters	1 x Brunvoll tunnel thruster at 1200kW 1 x Brunvoll retractable azimuth thruster at 850kW
• Stern Thruster	2 x 400kw
• DP System	Kongsberg K-Pos DP-21 - DPII
• Berths	60, including 23 single cabins

## Navigation & Positioning

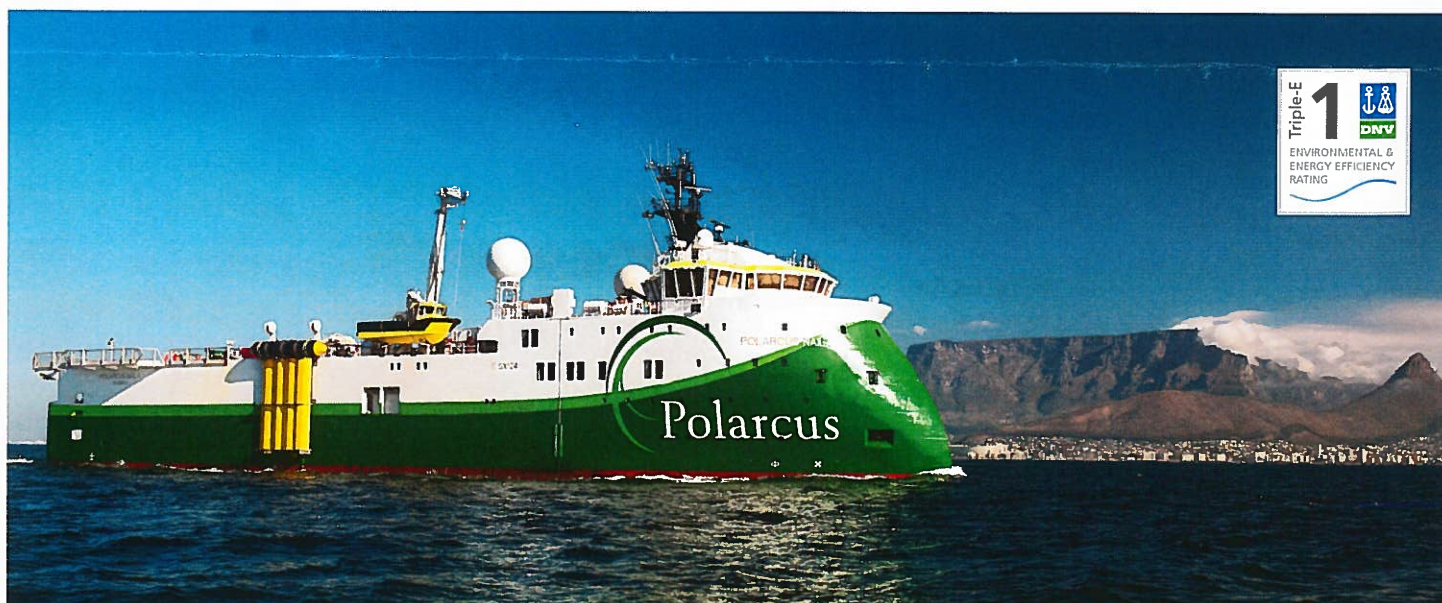
• Radar plants	S-band ARPA radar X-band ARPA radar
• Navigation	ECDIS chart system, DGPS

## Communications

• Primary	GMDSS A4
• Secondary	Inmarsat F Fleet-77
• Communication	VSAT

## Seismic Systems

• Seismic Source	Bolt Technology 1500-LL/1900-LLXT dual sources
• Marine Compressor	3 x LMF Compressors
• Streamers	14
• Streamer Type	Sercel Sentinel solid streamers
• Acquisition System	Sercel Seal Marine Data Acquisition System
• Navigation System	ION Orca
• Streamer Positioning	SERCEL Nautilus® 2D steering system
• Source Controller	Seamap GunLink 4000 fully distributed digital gun controller





1 CITY OF HOMER  
2 HOMER, ALASKA

City Manager

3  
4 ORDINANCE 16-51

5  
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,  
7 ENACTING HCC CHAPTER 11.36, VEGETATION IN RIGHTS-OF-  
8 WAY, PROVIDING FOR THE REMOVAL OF VEGETATION THAT  
9 INTERFERES WITH THE REASONABLE PUBLIC USE OF A RIGHT-  
10 OF-WAY.

11  
12 THE CITY OF HOMER ORDAINS:

13  
14 Section 1. Homer City Code Chapter 11.36, Vegetation in Rights-of-Way, is enacted to  
15 read as follows:

16  
17 Chapter 11.36  
18 VEGETATION IN RIGHTS-OF-WAY

19 Sections:

20 11.36.010 Vegetation in rights-of-way.

21 11.36.020 Removal of vegetation in rights-of-way.

22  
23 11.36.010 Vegetation in rights-of-way.

24 All or any part of a tree, shrub or other vegetation that is located in, over or under a  
25 public right-of-way in the city is subject to removal by the city as necessary for the reasonable  
26 public use of the right-of-way, including without limitation removal as authorized in HCC  
27 11.36.020, regardless of whether:

28 a. The vegetation existed in, over or under the right-of-way before the granting,  
29 dedication or improvement of the right-of-way;

30 b. The vegetation was planted in the right-of-way by another person, including  
31 without limitation an owner of property adjacent to the right-of-way; or

32 c. The vegetation originated on property adjacent to the right-of-way, to the extent  
33 that limbs, branches or roots of the vegetation extend into, over or under the right-of-way.

34  
35 11.36.020 Removal of vegetation in rights-of-way.

36 The city manager may cause the removal of all or any part of a tree, shrub of other  
37 vegetation that is located on, over or under a public right-of-way if the city manager finds that  
38 the vegetation:

39 a. Obstructs or interferes with the use of the right-of-way by vehicular or pedestrian  
40 traffic;

41 b. Obscures visibility to or from the right-of-way or otherwise constitutes a safety  
42 hazard;

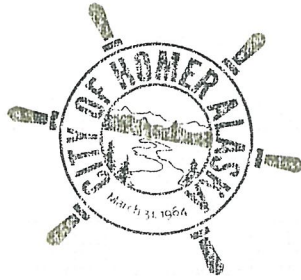
43 c. Interferes with the maintenance of the right-of-way, including without limitation  
44 paving, grading, cleaning and snow removal;

45 d. Has the potential if not removed to damage pavement or other improvements in  
46 the right-of-way;

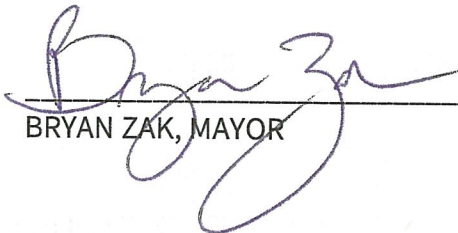
47 e. Has the potential if not removed to damage or interfere with the operation of  
48 overhead or underground public utility facilities in the right-of-way.  
49

50 Section 2. This ordinance is of a permanent and general character and shall be  
51 included in the City code.  
52

53 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 24<sup>th</sup> day of October, 2016.  
54



CITY OF HOMER

  
BRYAN ZAK, MAYOR

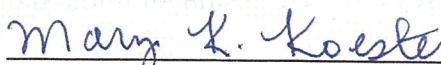
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60 ATTEST:

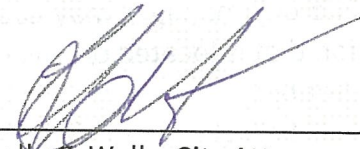
  
JO JOHNSON, MMC, CITY CLERK

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68 AYES: 6  
69 NOES: 0  
70 ABSTAIN: 0  
71 ABSENT: 0  
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74 First Reading: 10/10/16  
75 Public Reading: 10/24/16  
76 Second Reading: 10/24/16  
77 Effective Date: 10/25/16  
78

79 Reviewed and approved as to form:

80  
81   
82 Mary K. Koester, City Manager  
83  
84

  
Holly C. Wells, City Attorney

85 Date: 10.26.16

Date: 11.7.16



## Memorandum 16-164 Vegetation in Road Right-of-Ways

**Memorandum ID:**

16-164

**Memorandum Status:**

Backup

**Related Meetings**

City Council Regular Meeting - Mon 10/10/16

City Council Regular Meeting - Mon 10/24/16

**Related Ordinances/Resolutions**

Ordinance 16-51 Enacting HCC Chapter 11.36, Vegetation in Rights-of-Way, Providing for the Removal of Vegetation

**Details**

Memorandum 16-164

To: Katie Koester, City Manager  
From: Dan Gardner, PW Superintendent  
Date: September 23, 2016  
Subject: Vegetation in Road Right-of-Ways

The city is charged with clearing vegetation within the right-of-way (ROW) in order to deal with sight distance issues, maintain drainages, and to prevent damage to equipment. Over the years, ROW creep has occurred where branches from large spruce and alders have reached into the ROW. This can create problems where snow laden branches fall to a point where snow removal equipment cannot operate without the cab being slapped by the branches. This is a safety matter and also a matter of protecting equipment. Some of the ROW creep prevents periodic ditching efforts to maintain drainages due to alders growing into the drainage ditch and backslope areas.

As many of the alders have grown over the years to significant heights, it is becoming increasingly more hazardous to attempt to “trim” the sides of the alders vertically as the heights often reach higher than our equipment can reach. And, it’s not the safest operation to be trimming vertically at those heights with the brush cutter.

It is our intention to begin the task of manually cutting vegetation to the limits of the ROW to reclaim the ROW and then attempt to keep the vegetation mowed to ground elevation with the brush cutter. This will take years to accomplish as time permits. The proposed vegetation ordinance is intended to put existing standards and law into a city ordinance. As we work through areas where clearing will take place, reasonable efforts will be made to notify property owners of any trimming that will take place of branches on trees that are located on private property where branches are encroaching into the ROW. No work will take place on private property unless approval is obtained from the property owner.

[Return to Top](#)



City of Homer (907) 235-8121  
491 E. Pioneer Avenue Homer, AK 99603

Select Language | ▼



## Why Are You Cutting Down the Trees in Front of my Property?

We understand that to some property owners, trees and vegetation growing in the right-of-way act as a visual buffer to their property. It is especially difficult to see trees removed when the aphides and beetles have killed so many healthy trees in our town.

Public Work, over the last few years, has dedicated a portion of our summer to improving drainage along roads by re-establishing road side ditches. This work extends the life of roads, improves their level of service, and reduces long term maintenance costs. To complete ditch maintenance, vegetation along the road side is impacted.

Road side ditches play an important role in collecting surface water from adjacent property and draining the road subgrade. Poor drainage contributes to saturated road gravel/subgrades which (especially during breakup) causes roads to become impassable. Good drainage reduces the severity and the length of time gravel roads suffer during thawing and wet conditions. Paved roads will deteriorate more quickly if underlying subgrade and gravel are allowed to become saturated.

Unfortunately, trees in the right-of-way can and do block sight distances, interfere with snow plowing and storage. They also interfere with the maintenance and operation of drainage improvements, gas mains, telephone and power lines, and cable facilities. Street right-of way is intended to serve the public and provide access, drainage, and a corridor for aboveground and underground utilities. In most cases, trees in the right-of-way conflict with these public needs.



In summary, the work described above is completed for the following reasons:

- Maintain and improve drainage
- Provide for snow storage and the ability to “wing back” snow during heavy accumulations
- Maintain sight distances at driveways and intersection
- Allow for utility companies, including power, telephone, gas and cable TV facilities, to efficiently operate and maintain their facilities
- Clear overhanging/protruding vegetation that interferes with the heavy maintenance equipment and emergency vehicle response

It is probable that the lack of attention in the past to maintaining street right-of-way in the manner described above has contributed to the severity of the work some of the clearing being accomplished now. We hope that the community can understand and support our ongoing efforts to maintain street right-of-way for the benefit of the many users of our public rights-of-way.

When significant clearing is anticipated, Public Works makes every effort to contact adjacent property owners about the work in their neighborhood and explain why the work is necessary. In this situation, we knock on doors and leave door hangers. At the property owner’s request, downed trees can be salvaged for firewood. All work is completed within street right-of-way. Surveyors are employed to locate property lines to make sure we are not excavating or clearing vegetation on private property.





## City of Homer

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

## Homer City Council

491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-3130

(f) 907-235-3143

Commissioner John MacKinnon  
Alaska Department of Transportation and Public Facilities  
3132 Channel Dr #300  
Juneau, AK 99801-7898

January 14, 2019

RE: Drainage concerns in Baycrest Subdivision, Homer, Alaska

Dear Commissioner MacKinnon,

Congratulations on your appointment as Commissioner of the Alaska Department of Transportation and Public Facilities. Your experience building and maintaining the infrastructure of Alaska will be most valuable in this pivotal position.

The City of Homer would like to bring to your attention what may seem like a small concern given the breadth of your responsibilities, but one that has the potential to be devastating. Properties in Baycrest subdivision in Homer, Alaska experience unusually high levels of soil saturation, runoff and erosion. This has caused lasting damage in at least 3 homes off of Judy Rebecca Court. The slope instability in this neighborhood threatens these homes and their occupants. Contributing significantly to the water saturation is an ADOT beehive that collects water from the Sterling Highway and discharges it unrestricted onto the properties below rather than into a natural drainage pattern.

In January of 2018 the City of Homer passed Resolution 18-008 requesting the Alaska Department of Transportation and Public Facilities work to fix Sterling Highway Drainage that is Adversely Effecting Baycrest Subdivision. As a follow up, City of Homer Councilmembers met with Deputy Commissioner Holland in Juneau in February of 2018. ADOT has sent hydrologists twice to the area, but there has been no meaningful follow up to solve the problem. As a simple solution, the City has proposed ADOT divert the water coming from the beehive into a neighboring natural draining a short distance away.

The City of Homer understands that slope instability in the Baycrest subdivision is likely due to a number of factors. To that end, the City is vigilant about maintaining ditches and culverts on the City roads in the subdivision. The Planning Commission is exploring a Natural Hazards Overlay District in the area and is working with the Alaska Division of Geological and Geophysical Surveys on LIDAR mapping to assess landslide risk. The City asks that ADOT do its part and address the runoff from the Sterling Highway that is exacerbating the slope stability issues in Baycrest subdivision.

Thank you in advance for your time and attention.

Sincerely,

Ken Castner, Mayor  
Oh Behalf of Homer City Council

Cc: Representative Sarah Vance  
Senator Gary Stevens

Enc:  
Map of Baycrest Subdivision showing beehive  
Estimate for culvert diverting beehive drainage  
Resolution 18-008





THE STATE  
of ALASKA  
GOVERNOR MICHAEL J. DUNLEAVY

## Department of Transportation and Public Facilities

CENTRAL REGION  
Office of the Regional Director

Address: 4111 Aviation Avenue  
P.O. Box 196900  
Anchorage, Alaska 99519-6900  
Main: 907.269-0770  
Fax: 907.248.1573  
dot.alaska.gov

February 25, 2019

The Honorable Ken Castner  
City of Homer  
491 East Pioneer Avenue  
Homer, Alaska 99603

Dear Mayor Castner:

Thank you for your recent letter to the Alaska Department of Transportation & Public Facilities (DOT&PF) and a copy of Resolution 18-008. Commissioner MacKinnon asked that I address your concerns. As you know, we have spent a number of years and staff time considering and investigating the drainage at MP 170.5 (Baycrest Hill), Sterling Highway. Most recently, our staff met with representatives from the City of Homer in February 2018 and our regional hydrologist conducted a site visit in July 2018. We have been very clear in all of our communications, that the drainage in this area is following the natural drain pattern, is not exacerbating the existing soil conditions, and we have no plans to alter the current drain location, size or pattern.

The issue focuses on a 24" culvert that conveys water from the uphill side of the Sterling Highway to the downhill side. The Sterling Highway was constructed in the 1950s and at that time a 24" culvert was installed. Our regional hydrologist has reviewed aerial photos of this area from the 1950's to current conditions. He has also reviewed "As-Builts" of the road during this time period (1950's-today). The photos and "As Builts" clearly show that the 24" culvert that currently exists at this location has been replaced a number of times but is the exact same size and is in the exact same location as it was in the original 1950's construction. In addition, the water which this culvert conveys from one side of the road to the other follows the natural drainage pattern as is evident from the 1950's aerial photo. The Baycrest Subdivision was constructed sometime in the 1970's—long after the road and culvert were constructed.

According to the representatives from the City of Homer, the subdivision in question was not built to City of Homer standards, sufficient drainage was not installed to convey water across the steep unstable hillside and subsequent construction activities and lack of erosion protection measures have made the situation worse.

We have seen no engineering analysis that would suggest that moving the location of the culvert in question would improve the issues this subdivision is currently faced with. In addition, rerouting the water from its current location, to a new location, would almost certainly result in claims that we had altered the natural

*"Keep Alaska Moving through service and infrastructure."*

drainage patterns (which would be correct) and we would then be held responsible for any and all erosion in the area downhill.

There does appear to be consensus that many factors have contributed to the issues that this subdivision is faced with. The first and foremost is that the soils in this area are mostly silty and are by their nature unstable. When vegetation is removed these soils quickly become unstable especially on a steep hillside. In addition, sufficient drainage structures were not installed when the streets and homes were originally constructed. Our regional geologist also believes that the water issues on the lower portion of this subdivision (far below our road) are caused by groundwater that is naturally coming to the surface due to the geology of this area.

While we do not believe that we have any responsibility to resolve these issues we have agreed to provide contact information for DCED grants-which may be available for a project like this. We sent that information last year to the Homer City Manager. We also agreed that our regional hydrologist and our regional geologist could provide opinions on options available to the City of Homer if requested.

Thank you again for your thoughtful letter and for forwarding the City Council of Homer's resolution.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D Kemp', is written over the typed name.

Dave Kemp, P.E., PMP  
Regional Director

cc: John MacKinnon, Commissioner



# Kenai Peninsula Borough

## Year 2019 State Capital Improvement Projects

### SUPPORTING KENAI PENINSULA FIRE CHIEFS ASSOCIATION

<b>Funding Recipient:</b>	Kenai Peninsula Borough		
<b>Project Name:</b>	Areawide SCBA Replacement Project	<b>Project Priority Ranking:</b>	1

#### Detailed Project Description and Justification:

On behalf of the municipal and volunteer fire departments, the borough respectfully requests \$1,999,200 to replace 294 SCBA units that are no longer serviceable or able to be upgraded. This grant will supplement the high cost to have total interoperability among all municipal and volunteer fire departments with standardized SCBA inventories and compliance with NFPA / OSHA mandates. The borough will purchase and distribute the SCBA to all participating departments through memorandum of agreements to non-borough entities. The goal of this project is to lower the risk of inhalation hazards, hardening the safety and wellbeing of our firefighters with properly outfitted, reliable SCBA. Additionally, purchasing SCBA units (consisting of a face mask, pack and two cylinders) will resolve the issue with the departments' current inventories of 4500 PSI air cylinders that are past their serviceable life and can no longer be legally hydro-tested.

In 2013 the Alaska Fire Chiefs Association received a legislative appropriation for fire stations across Alaska to repair and upgrade SCBA models to the 2007 NFPA standards. However, the last useful upgrade was to the 2013 standard, which many stations have not met the 2013 standard due to costs. These aged SCBA continue to have problems with maintenance and serviceability that can no longer be addressed. Maintaining the mixed inventory of unserviceable cylinders, different versions of universal rescue connections (URC) or rapid intervention couplings (RIC), varying URC/RIC hose, pack frames and escape rope positions is not cost effective or safe for our firefighters. We should not issue cobbled packs to firefighters with the potential to expose them to chemical or biological hazards and expect them to have confidence in the issued PPE.

Aside from the municipalities of Homer, Kenai, Seward and Soldotna, our rural fire response zones do not have building plan requirements or construction codes, and fire code restrictions are nonexistent for single dwelling homes. Fire suppression is compounded by unpredictable construction techniques - where residents build houses with dilapidated materials, heat with fuel oil or propane tanks and stage fuels containers in/outside of structures. Our firefighters respond to structure fires with no knowledge of what they will be exposed to while encountering taxing conditions that are capable of pushing the limits of their abilities. In closing, the standardization will achieve interoperability and enhance firefighter safety. By using standardized SCBA, firefighters will be more confident and proficient in their personal protective equipment, which in turn will support their capabilities to perform at a high-functioning response level for our civilians that need protection of life and property. Upon award notification, these funds will purchase the 2018 editions of NFPA 1981 "Standard on Open-Circuit SCBA for Emergency Services" and NFPA 1982 "Standard on Personal Alert Safety Systems"; both standards provide for significant safety changes.

The 2017 borough population is 58,024; the fiscal savings to our residents by the State supplementing this project is approximately \$35 per resident (\$1,999,200 ÷ 58,024). The total project cost of \$1,999,200 is a small investment versus losing a firefighter. (FEMA 2009 Benefit Cost Analysis calculates the value of \$1.74 million per statistical human life.)

Funding Requested:	\$1,999,200	Election District:	Senate:	O, P
Total Project Cost:	\$1,999,200		House:	29, 30, 31 & 32
Local Match (if any):	\$ See budget narrative			

#### CONTACT INFORMATION

<b>Name, Title:</b>	Brenda Ahlberg, Community & Fiscal Projects Mgr	<b>Phone:</b>	907 714-2153
<b>Address:</b>	144 N. Binkley Street	<b>Fax:</b>	907 714-2377
<b>City, State Zip:</b>	Soldotna, AK 99669	<b>Email:</b>	bahlberg@kpb.us

<b>Funding Plan:</b>		
Total Project Cost:	\$ 1,999,200	This should be the most accurate estimate of how much this project will cost.
Funding Secured:	\$ 0	How much of the project costs are in hand, secured, guaranteed, appropriated, etc. You may include in-kind contributions and volunteer labor. Do not include hypothetical funds.
Funding Requested:	\$ 1,999,200	How much is being requested from this year's capital budget.
Pending Requests	\$ 0	Amount requested from other sources not yet received.
Project Deficit:	\$ 1,999,200	Additional funding needed to complete the project.

**Please list Secured Funding Sources and Amounts:**

The estimated cost per unit is \$6,800, and each department will provide any overrun costs for additional packs due to the high shipping costs in Alaska. See 2018 SCBA inventory list and individual department's financial contribution (NOTE THE TOTAL INVENTORY DIFFERS FROM THE REQUEST AT 294 VS. 301).

**If this project is funded this year, will you be requesting state funding again?**

Yes:  No:

**Please describe the project time-line and when the expenditures will occur:**

**Has this project gone through a public review process at the local level?**

Yes:  No:   
 Yes:  No:

**If a community or service area meeting was conducted, how was it advertised? When and where was it held? Who attended?** Peninsula Chiefs have met three times throughout 2018 to evaluate different vendor options and training to the SCBA. The borough will work to negotiate with the chosen vendor to receive some credit for the existing SCBA and training to the new SCBA units will be done by departments. We will continue to use in-house technicians, ensuring that they are certified instructors that will perform training and maintenance to the new units.

NEED MORE INPUT HERE...

**Who will own the project or facility?** Kenai Peninsula Borough will own the equipment during the grant performance period and enter into memorandum of agreements with non-borough entities prior to distributing SCBA packs. Owner transfers will be issued with DCCED approval.

**Entity responsible for providing ongoing operation and maintenance of this project?** Each department will be responsible for operation and maintenance as well as training to equipment.

**How will operations and maintenance be funded after the project is complete?** Each department will have the funds in their annual operating budgets.

**Please select a project type** (chosed only one):

- Planning and Research
- Maintenance and Repairs
- Remodel, Reconstruction and Upgrades
- New Construction and Land Acquisition
- Equipment and Materials
- Information System and Technology
- Other:





## Art and Innovation from the Creative Fires...

Fine art and functional sculpture in clay, wood, bronze, stone, steel and more.

Art Proposal for City of Homer - HVFD Pocket Park

2/18/1019

City of Homer  
Attn. City Clerk's Office  
491 E. Pioneer Avenue  
Homer, Alaska 99603

Hello Robert, Renee and Art Committee,



Here is a new design for the Homer Vollunteer Fire Department Pocket Park. The working title is 'Nor'Easter'.

The picture will be engraved on brass. Similar to my steel engravings, the different areas in the design will be ground and textured to suggest the form, movement and character of the subject. There may be subtle patination as well to create the desired effect.

'Nor'Easter' will be approximately 80" high x 72" wide x 1.75" deep. The 14 gauge brass sheet will be mounted on a cedar back board that also serves to frame the design.

It will be supported with a stand made from red cedar timbers. The 4" x 10" timber posts can anchored to the ground with steel post brackets secured in concrete.

I made the original sketch last year after spending a few days at a clients house on the coast in Massachusetts during a winter storm.

As with many of my designs, it is intended to be part of a small limited edition. The piece for the park will be the first and numbered 1/7. Additional pieces in the edition might be made in a variety of sizes and materials with each being an original and unique in it's own right.

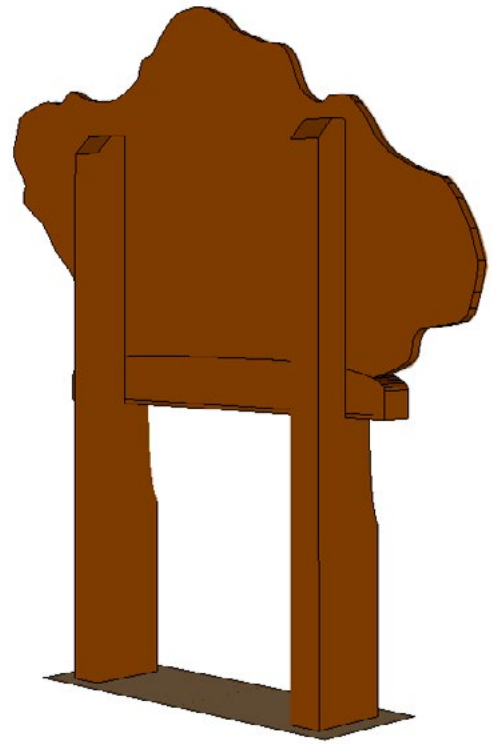
I envision this standing just behind the benches at the front of the park so as to be visible from the street and attract more use of the park. I'm also open to suggestions for other locations.

Warm Regards,  
Jeff

*Nor'Easter* • Engraved brass on Red Cedar. Approximately 80" high x 72" wide.

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KBay Running Club & City of Homer present

# TSUNAMI BLUE LINE FUN RUN/WALK

SHOULD I  
STAY



OR

SHOULD I  
GO?

**RUN THE BLUE LINE  
SO YOU WILL KNOW**

**March 30 10 AM**

**Start: Homer Elks Lodge**

**2.66 mile course follows Homer's tsunami safe zone**

**Free! Register at Homer Elks Lodge at 9 am. Wear Blue!  
Pass all blue line stations and be entered for prize drawings.**

**More info: City of Homer (907) 435-3101**



## **Tsunami Awareness Activities at the End of March – Plan to Participate!**

When the next tsunami evacuation siren sounds, do you know, should you stay or should you go?

Special Projects Coordinator Jenny Carroll has been working with the Fire Department, community volunteer Wayne Aderhold and various community partners to help make citizens aware of Homer's tsunami safe zone.

They've planned a variety of Tsunami Awareness events for the last week of March, which coincides with Alaska's Tsunami Awareness Week. Activities include Facebook posts throughout the week promoting new emergency information materials on the City's website; KBBI's Coffee Table call in show at 10 am, Wednesday March 27<sup>th</sup>, the Chris Story Radio Show at ??, Thursday, March 28<sup>th</sup> and a feature story in the Homer News.

To culminate the week, on Saturday, March 30<sup>th</sup> the City and Kachemak Bay Running Club will be co-sponsoring a The Tsunami Blue Line Fun Run/Walk event. The 2.66-mile round trip course follows Homer's tsunami safe zone, or 50' blue line through Homer from the Homer Elks Lodge around Ben Walters and back. Wells Fargo Bank is offering to host a refreshments table for the runners at their blue line crossing.

Don't be intimidated by the word **run**. The fun run/walk is free and open to all abilities. Registration begins at 9 am at the Homer Elks Lodge. The run/walk event starts at 10 am.

In addition, from 10 am to 2 pm, volunteers will host Blue Line Stations at various places where the blue line crosses our roads. These will be set up from 10 am to 2 pm to educate the public about Homer's tsunami safe zone. I believe we are working on some prize drawings to congratulate participants who check in at all the Blue Line Crossing stations.

Thanks to many community organizations, businesses and individual volunteers for joining us in this awareness effort. It is a fun way to highlight the Blue Line! Plan to participate. You might be surprised where it actually is!

*Want to help with this fun event? Volunteers are greatly appreciated.*

--Let Jenny know if you can help advertise the event. She can provide you with a poster or other information as needed.

--Please let Jenny Carroll know if you would be willing to volunteer at one of the stations. Commitment would be from 10 am – 2 pm.

--Participate in the community fun run/walk. The more people that participate the more we'll bring attention to the blue line. Remember to wear all blue!

You can reach Jenny at [jcarroll@ci.homer.ak.us](mailto:jcarroll@ci.homer.ak.us) or 435-3101.