



<b>Project Name:</b>	<i>FEMA Region X Discovery</i>
<b>Meeting:</b>	<i>City of Cordova Discovery Meeting</i>
<b>Date and Time:</b>	<i>Friday, March 4, 2011, 9 am – 12 pm AKST</i>
<b>Place:</b>	<i>USFS Courtroom, 612 2nd Street, Cordova, AK 99574</i>
<b>Facilitator:</b>	<i>David Ratte, FEMA</i>

## Discovery Meeting Notes

### Attendees

Samantha Greenwood, City of Cordova Floodplain Administrator and City Planner  
 Ken Hodges, U.S. Forest Service, Cordova Ranger District, Fisheries Biologist  
 Dale Murna, City of Cordova, Harbormaster/Port Director  
 Wendy Shaw, U.S. Army Corps of Engineers, Alaska District Lead(via telephone)  
 Taunnie Boothby, Alaska NFIP Coordinator (via telephone)  
 David King, Alaska DHS&EM, Program Manager  
 David Ratte, FEMA RX Discovery Engineer  
 Tom Tufts, STARR Project Manager  
 James Huffines, STARR GIS Analyst

### Introductions

David Ratte opened the meeting and all attendees introduced themselves. A pre-populated sign-in sheet was distributed for attendees to initial their attendance and check and correct contact information. Mr. Ratte described the RiskMAP program and objectives.

### Coastal Risk MAP and Discovery Products

Mr. Ratte mentioned that the primary focus of all new studies was coastal as set forth by FEMA Headquarters and Congress. He also stated that we would still look at areas of riverine and lacustrine flooding and determine if they could be included in future studies.

### City of Cordova Flooding Areas of Concern Conversations

James Huffines displayed the GIS data for the areas of need discussion. Tom Tufts and Samantha Greenwood discussed the coastal areas of need. The community reported that waves from the north are entering into the mouth of the harbor and causing damage to boat slips. It was also determined from these discussions that the surge events and wind events were decoupled. Surge events are seen mainly in the fall with large low pressure systems in the Gulf of Alaska, while the large wind events are seen in the winter when the winds are strong out the of the north passes into the bay. Three coastal study areas were identified as *needing a detailed study – at the northern end of Cannery Road near the loop, along Cannery Road where Fleming Creek reaches the coast, and along Seafood Lane.*

Dale Murna explained issues with the wave action into the harbor. He stated the harbor was expanded by the U.S Army Corps of Engineers (USACE) in 1984 to the current layout. Swells propagate into the harbor from the north during winter months. Docks are damaged by up to 3-foot swell action. The USACE has performed studies of the problem. A design consisting of a 45 degree dogleg extension to the north side of the harbor near the T-dock has been completed and



construction is awaiting a feasibility analysis by the USACE. The community explained that funding to complete the *Harbor Breakwater Extension mitigation project* was needed. No major concerns were noted for the Odiak Slough area. A wastewater treatment plant is located south of the slough along Whitshed Road, but should be at an adequately safe elevation. The community indicated no concerns with coastal erosion. *One potential risk assessment product could potentially include a comparison of the effects of the breakwater improvement project on the wave action through the marina.*

The group also discussed riverine and lacustrine flooding areas of concern. The community explained that there is wave action during the autumn months on Eyak Lake, with winds peaking at 90-100 mph. The most recent severe event for flooding in the lake was in 2006. The City reported flooding and wave action near the city landing strip on the northwest corner of the lake along Power Creek Road. The community identified a reach along the most western edge of *Eyak Lake as needing an approximate study.*

The City discussed past mitigation efforts to remove homes from an avalanche zone on the southeast side of Eyak Lake, and discussed a desire to *replace the weir/dam structure between Eyak Lake and Eyak River.*

The community identified the Eyak River near the 6-Mile Subdivision as a high priority study area, discussing flooding issues in the area between the airport and city accompanied by glacial outwash. Ms. Greenwood pointed out there were hydroelectric dams/weirs located within the watershed that have seen flood damage. The Eyak River may be subject to some channel migration. The community identified the need for *a detailed study along the Eyak River* near the subdivision, and an approximate study on *Ibek Creek.*

East of the airport beyond city limits, the highway has been washed out; however, no inhabitants are located beyond the airport.

Upstream on Powell Creek on the north side of Eyak Lake, a dam provides hydroelectric power. Presumably an EAP exists for the facility; however, inundation mapping may not be a significant concern.

## Summary of Desired Mitigation Projects

- Harbor Breakwater Extension – the city desires funding for the extension of the northern harbor breakwater to mitigate wind swell propagation into harbor.
- Eyak Lake Weir – the city desires funding to improve or replace the weir/dam structure between Eyak Lake and Eyak River.

## Summary of Mapping Needs

Some areas were identified as needing a detailed coastal, detailed riverine, or approximate study. These locations are generally described and are shown on the Final Discovery Map.

- Cannery Road Loop - New VE study for 1/4 mile near loop at northern end of Cannery Road
- Cannery Road/Fleming Creek - New VE study for 1/2 mile of coastline near Fleming Creek
- Seafood Lane – New VE study for reach along Seafood Road for 1/2 mile of coastline
- Eyak Lake – New approximate study for 2.7 miles of shoreline on the west end
- Eyak River – New detailed study for 1 mile near the lake
- Ibek Creek – New approximate study for 1.2 miles at the confluence with Eyak River



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### Next Steps

Mr. Ratte explained that meeting notes will be prepared, along with a draft Discovery Map showing the identified mapping needs, contact information, and outreach materials, and shared for review. Current plans include to collect LiDAR in 2011 and fund production in 2012 and are subject to funding. Mr. Ratte inquired about possible LiDAR partnerships. Sam indicated that the following parties could be interested: Ducks Unlimited, USFS – Contacts Mike Riley and Tim Joyce, Ecotrust, and the city of Cordova. Sam offered to be the local POC on helping coordinate discussion on potential partnerships.