



City of Homer

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Office of the City Manager

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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: July 18, 2023
SUBJECT: City Manager's Report for July 24, 2023 Council Meeting

Tsunami Warning on 15JUL23

A 7+ magnitude earthquake outside of Sand Point at 10:48pm automatically triggered the tsunami warning phone system based on size and proximity to Homer. Chief Kirko, Chief Robl, and I were able to report to City facilities by 11pm, other key emergency operations members were onsite shortly thereafter. When the NOAA Tsunami Center began to issue bulletins, the affected area was truncated to exclude Homer and the rest of the Kenai Peninsula. Unfortunately our local sirens were also triggered around the same time by an external source causing confusion for residents and visitors. The entire event was concluded and an all clear given within an hour of the original notification. Between submittal of this report and the Council Meeting on the 24th Chiefs Robl and Kirko should be attending a meeting with Kenai Peninsula Borough Office of Emergency Management staff and regional stakeholders to discuss this warning and how it was managed. In the meantime, staff have taken this event as an opportunity to review and critique how we respond when an alarm goes out.

Hazmat Reports for HERC Buildings

Draft hazmat test results are in for the HERC buildings and under review by staff. The test results show the presence of PCBs at both sites. We are reworking the planned August 14th HERC work session to focus on what we've learned and how it is likely to impact our options for moving forward at the HERC campus. When the draft reports are finalized, they will be posted to the City's website.

HERC 1, the larger building which is still used for recreation, underwent a limited amount of exploratory testing in places most likely to contain PCBs to take advantage of the mobilization of a hazmat testing professional to the HERC campus for the more expansive HERC 2 testing project. We found that HERC 1 does have materials that contain PCBs. For instance, the paint on the building's exterior window trim and the varnish on the interior wood paneling contain PCBs. Much more thorough testing will be needed prior to major construction or demolition in the building. HERC 2, was found to have PCBs as well. It also has more lead paint than anticipated and a significant amount of asbestos. We expect that demolition will be costly and complex for both buildings.

The test results provide important information for moving forward on the re-use of this site. Staff is researching EPA Brownfields grants which may help fund a cleanup plan and allow the City to apply for remediation funds in the future. These funding opportunities will be announced in September.

Fritz Creek General Store Fire



Below is a report from Chief Kirko regarding the Homer Volunteer Fire Department's mutual aid involvement in the recent Fritz Creek General Store fire:

At approximately 04:01 on July 6th the Homer fire department responded to an auto-aid request for Kachemak Emergency Services Area (KESA) to provide assistance with a confirmed structure fire out East End road. It was not clear until we approached the scene that it was at the Fritz Creek General store. HVFD responded with Tanker-2 staffed with 2 on duty personnel, Firefighter's Arndt and Harvey, Deputy Chief Kahles and Chief Kirko also responded directly to the scene. Assistant Chief Cunningham remained in town for ambulance coverage in our response area. There were no volunteers that responded for the fire or to provide station cover for EMS calls while the duty crew was out of our response area.

Tanker-2 was the first unit to arrive at 04:23, and KESA C-2 was next on scene less than a minute later. Chief Kahles and I arrived on scene approximately 1 minute later. KESA ladder-1 arrived about 2 minutes after Tanker -2 and took up a tactical position for fire attack on the A-side of the building. Homer firefighter Harvey and a firefighter from KESA pulled a hand-line to the front door and began making an aggressive attack on the fire. Deputy Chief Kahles also made entry with the attack team with a thermal imaging unit to guide the attack team in suppressing the fire. The interior temps at the ceiling were 900 plus degrees and temps at the 6' level ranged from 400-600 degrees.

Firefighter Arndt was responsible for supplying water to KESA ladder-1 from our tanker and assisting with exterior operations to support the internal attack team. I was assigned by KESA command to help operations on the exterior which included forcible entry into the rear of the building to provide a second means of egress for the attack team inside. I also instructed a crew in ventilation operations to relieve the heat inside providing the attack teams a more tenable working environment inside.

When the majority of the fire was knocked down we began extensive overhaul work that lasted several hours. Overhaul is the process of looking at all areas of the structure that were involved in fire and assuring that there will not be any rekindles. Also during overhaul, crews will focus on preservation of property assuring not to disturb potential evidence of cause.

Overhaul in this case took quite a while due to the nature of the building construction, allowing for fire to continue to burn in concealed spaces between the metal roofing and the roof decking. The roof structure was compromised due to the degradation of support members inside destroyed by the fire which hampered our ability to effectively remove the metal roofing and extinguish the remaining smoldering fires. When we get our ladder truck in service this work can be done much more safely and efficiently.

The Homer crews that were there performed flawlessly and played a key role in the quick extinguishment of this fire. All crews returned to Homer at around 10:00.

When crews arrived back at station-1 we began the extensive cleanup process of getting the equipment cleaned, inspected and placed back in service. During the cleanup process we also responded to a car accident and 2 medical calls. The day concluded with 7 calls for service in total.

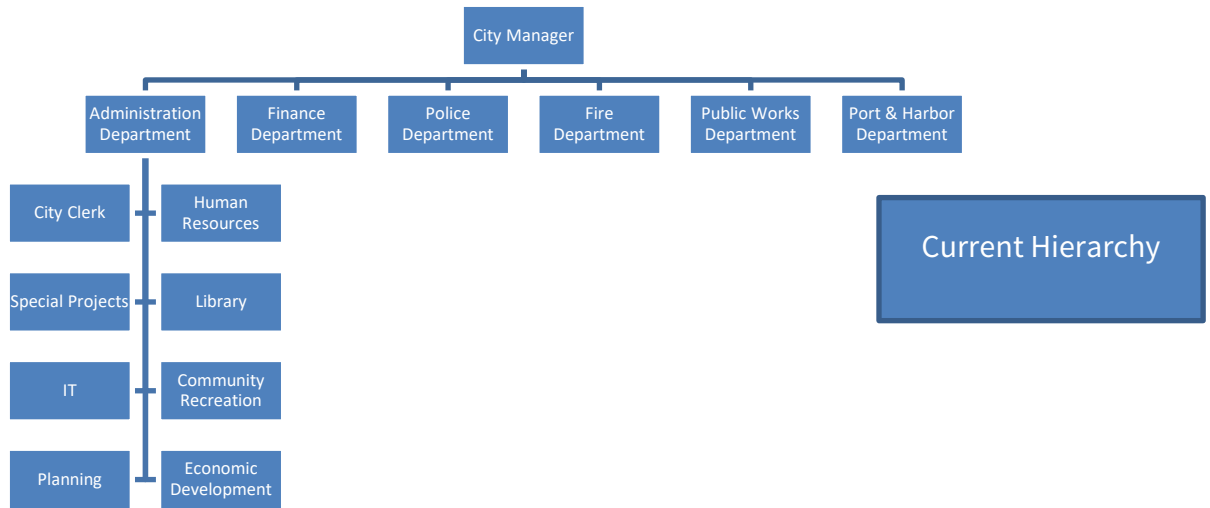
Since the fire, tanker-2 has come out of service with several repairable maintenance issues and PW has been notified. KC tanker-1 is now at the Homer station.

Reorganization Update

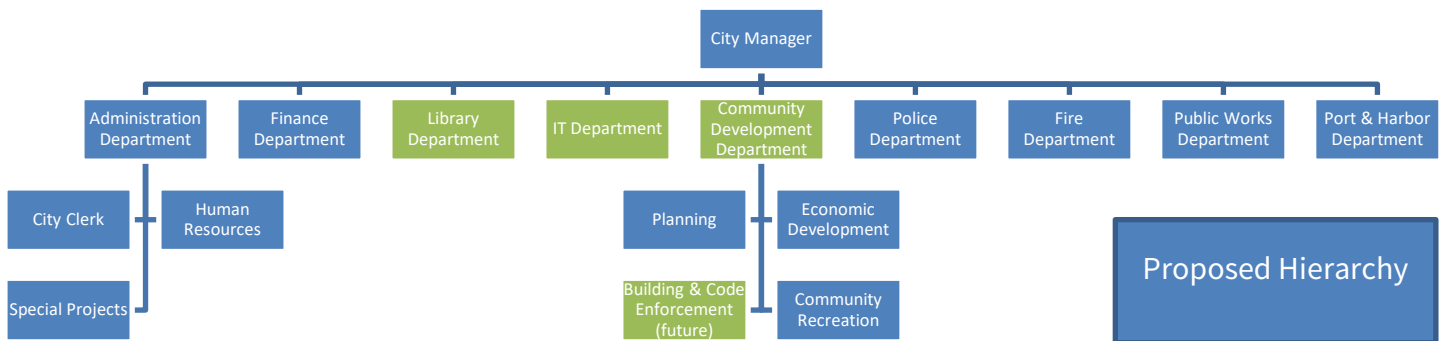
A little more than a year ago, I shared with Council a vision for reorganizing the Administration Department by spinning out a handful of divisions that don't fit within the traditional umbrella of Administration. The proposed departments were Community Development (consisting of planning, economic development, community recreation, and a future building & code enforcement division) and Library & IT Services. I've been test driving the parts of the modified structure for quite some time, and I'm ready to come back to Council with some actions to consider.

The creation of a Community Development Department would involve removing Planning, Economic Development, and Community Recreation from the Administration Department. I am also including room for a future Building & Code Enforcement Division. We don't have the funds to staff such a division at this time, but I expect that will change over the next few years. Especially if we are successful in winning a FEMA BRIC grant that is intended to help the City adopt and implement a building code. This vision has remained virtually unchanged since presented in 2022.

I am looking at taking a different approach to the Library and IT divisions. Originally I wanted to spin them out together under one director. We have operated in this fashion for a couple years now and it was hugely beneficial to the organization. That said, the concept wasn't particularly popular with the Library Advisory Board. Since the original pitch, we've grown IT one additional position and the lead IT position turned over was redeveloped into a Chief Technical Officer role instead of an IT manager. This new format has been working very well for us and I am more comfortable pursuing separate Library and IT Departments at this time (which was the preference of the LAB).



Current Hierarchy



Proposed Hierarchy

Last year I also pitched the idea of folding Finance into Administration, it's a very common combination in local government. I've been experimenting with that design operationally for the last year and I'm not quite ready to suggest a change to City Code to make it permanent. Once we find the right balance for that combination I'll bring that back to Council. In the meantime, I will bring forward the ordinances necessary to officially create departments of Community Development, Library, and IT at the next City Council meeting.

City Council Candidacy Filing Period Opens August 1st

The City Clerk's office will accept Candidacy Declarations for two City Council seats beginning Tuesday, August 1st through Tuesday, August 15th at 4:30 p.m. City Council terms are for three years each. To be eligible to serve, each candidate must meet voter qualifications outlined in Homer City Code (HCC) 4.05.010, and must have been a resident within the City for a period of one year immediately preceding the election day on which the person is a candidate, per HCC 2.08.020. Candidacy filing forms can be found on the City Clerk's webpage <https://www.cityofhomer-ak.gov/cityclerk/regular-city-election-candidate-filing-information> or at the City Clerk's office located at 491 E. Pioneer Avenue. If you have any questions, please contact the City Clerk's office at 907-235-3130 or email clerk@ci.homer.ak.us

KPB Siren Project

The Kenai Peninsula Borough's Office of Emergency Management began a siren upgrade project on July 7th. They are making improvements to tsunami sirens throughout the Borough. Work in Homer will include the installation of a new siren at Northern Enterprises Boatyard on Kachemak Drive.

Homer Projects Proposed for STIP

The City has been successful in promoting three Homer-area transportation projects for inclusion in the Statewide Transportation Improvement Plan (STIP). Alaska Department of Transportation Statewide planners have indicated that the Homer Harbor Expansion (currently in the study phase utilizing local, State and Federal funding) will be added in the forthcoming STIP Amendment. Two other projects, currently without identified Federal funding, will also be added as “illustrative” projects: Homer Harbor Float System 1 and 4 Replacement and Spit Road Erosion Mitigation. These two projects have or will be applying for Federal discretionary funding through the Infrastructure Improvement and Jobs Act (IIJA). We are pleased that the State developed the illustrative category for projects vying for Federal grant funding. A project’s inclusion in the STIP can be a benefit in the competitive Federal grant application environment, and, most importantly, is required for municipalities to qualify to apply for Federal Department of Transportation low interest loans like TIFIA (Transportation Infrastructure Finance and Innovation Act). Access to these loans can be important part of a financing plan to help municipalities achieve significant local match requirements.

Meeting with New USACE Colonel

The City had its first meeting with the new commander of the US Army Corps of Engineers Alaska District – Colonel Jeffrey Palazzini. Joining Colonel Palazzini was Randy Bowker who has been a frequent Homer Harbor Visitor and serves as the Deputy District Engineer for Program Management (DPM) and Chief of the Program and Projects management Division for the US Army Corps of Engineers, Alaska District. Representing Homer were Mayor Castner, Councilmember Aderhold, myself, Port Director Hawkins, Special Projects Coordinator Carroll, Port Administration Supervisor Woodruff, and Port Commissioners Matthews and Friend. We oriented the Colonel to the Port of Homer and discussed the progress related to the large vessel harbor expansion project to date. After our meeting, staff provided a brief tour of the port and harbor. We look forward to working with Colonel Palazzini and continuing to have a strong relationship with USACE leadership in Alaska.

Cathodic Protection System Corrections Underway

We recently reported through the City Newsletter that the harbor’s cathodic protection project had been successfully completed. This was a large and complicated project meant to increase the life of existing harbor infrastructure. It has since been determined that not all anodes were installed at the correct elevations on the piles. The contractor, Global Diving, sent a small team immediately upon discovery to assess the situation and make some initial fixes. The week after they returned with a full dive team to begin fixing any other misplaced anodes.

FEMA BRIC Grant Update

Our application to FEMA for the BRIC program to fund adoption and implementation of a building code (identified as a Council vision priority in 2022) has been “identified for further review.” This means that we are a serious contender for funding and can expect further follow up from FEMA Region 10 for information as they make decisions regarding which applications are to be funded in this grant cycle. We originally expected an answer in summer, but State Homeland Security staff have told us that it could be much later in the year before we get awarded funds if our application is successful.

National Flood Insurance Program Compliance

The City is actively working to maintain National Floodplain Insurance Program (NFIP) compliance and improve the floodplain program. City staff met with Harmony Curtis, State of Alaska NFIP Coordinator, on April 6, 2023, for a Community Assistance Contact (CAC) meeting. During the meeting, Planning staff received

technical advice and guidance to ensure compliance with NFIP regulations. The meeting focused on the development permit process within the regulated floodplain, enabling the City to access federal grants and loans for flood hazard area development. On July 6th, we received a follow up letter from Harmony regarding the City's compliance after the CAC meeting.

Key findings from the CAC meeting include:

- NFIP training materials shared with the Planning Department
- City of Homer's Ordinance found to comply with NFIP standards
- NFIP presentation conducted for the Planning Commission
- Thorough review of the City's floodplain program and processes
- Efficient permit review and issuance practices implemented

The City remains committed to NFIP compliance, seeking continuous education and staying connected with the State NFIP Coordinator. Their efforts ensure eligibility for grant funds and protection against erosion and flood damages.

Follow up to Resolution 23-045

In late April, Council passed a resolution directing me to connect with the Kenai Peninsula Borough School District regarding the future of the operations of the Mariner Theater and the Kate Kuhns Aquatic Center and report back by August 2023. I had a pre-existing meeting on my schedule with the Homer High School principal the next week, and we integrated the Council's resolution into our meeting. It was suggested that there would likely be minimal action until the State budget actually passed and was signed by the Governor. After the budget passed, and the Governor made his vetoes, I connected with the District. The Assistant Superintendent put me together with the Director of Planning and Operations. The District was still figuring out what the impact of the funding change would be and how they wanted to approach operations for the next year, however, it sounded like the District would be able to maintain operations of both facilities in the next year without assistance. It appears that through adjustments to the District's final budget, the District will be able to maintain staffing for the pools and theaters for the next year. That said, depending on decisions made in Juneau, they may be in a similar place next year and we may need to revisit this offer of assistance and partnerships if needed to maintain public access to the facilities.

Enclosures:

- 1. July Employee Anniversaries**
- 2. Memo from Special Projects Coordinator Jenny Carroll re: Update on Federal and State Grant Applications**
- 3. Letter from State NFIP Coordinator Harmony Curtis re: National Flood Insurance Program (NFIP) Community Assistance Contact (CAC)**
- 4. ADA BBQ Flyer from Independent Living Center**



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Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: July 24, 2023
SUBJECT: July Employee Anniversaries

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

Lori Sorrows	Finance	24	Years
Dan Olsen	Public Works	22	Years
Julie Engebretsen	Planning	21	Years
Dave Welty	Public Works	15	Years
David Bernard	Library	12	Years
Jason Hoffman	Public Works	8	Years
Jason Hanenberger	Public Works	4	Years
Mark Kirko	Fire	4	Years
Owen Meyer	Public Works	2	Years
Ryan Foster	Planning	1	Year



MEMORANDUM

Homer Harbor Expansion Study Monthly Written Update

Item Type: Informational Memorandum
Prepared For: Mayor and City Council
Date: July 18, 2023
From: Jenny Carroll, Special Projects and Communications Coordinator
Through: Rob Dumouchel, City Manager and Bryan Hawkins, Port Director

Purpose: This memorandum provides the third Homer Harbor Expansion Study written update to Homer City Council per Resolution 23-037.

Study Activities Update: The U.S. Army Corps of Engineers (USACE) is nearing the completion of the Scoping Phase of the General Investigation; they have qualitatively rated each potential harbor expansion location and a variety of design measures (identified during the three-day design charrette) according to a set of criteria to arrive at an initial array of alternatives to carry forward into the Alternative Formulation & Analysis Phase of the study.

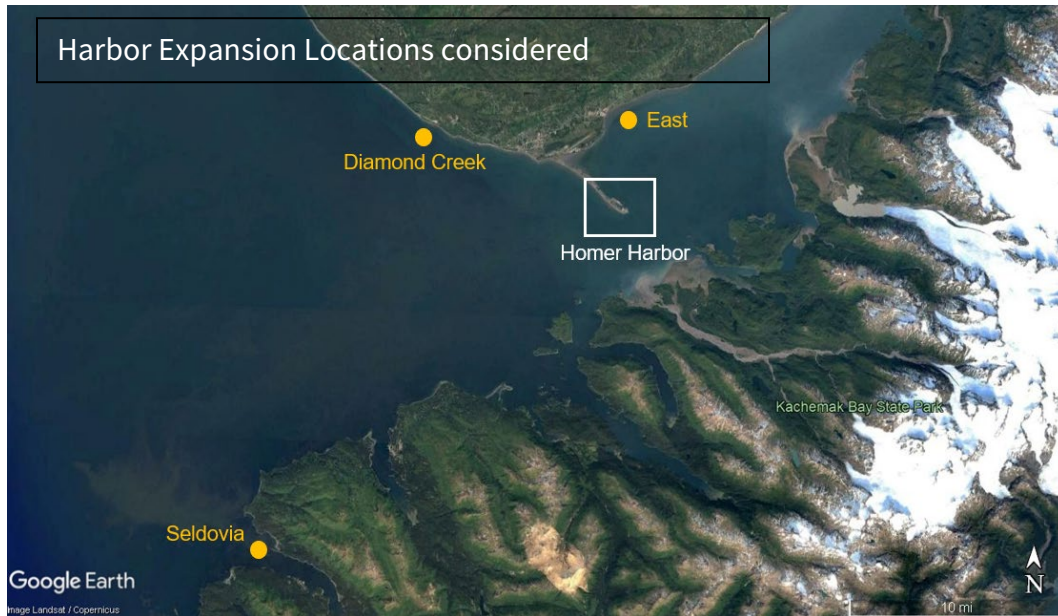
On June 30, 2023, the USACE Project Development Team (PDT) presented their selected array of alternatives to the USACE Vertical Team which consists of USACE Regional and Head Quarters Leadership. The PDT then obtained conditional approval that the study has successfully completed the Alternatives Milestone. After the USACE PDT completes some additional reporting, the study will move into the second phase of the study in which the USACE conducts a more in-depth analysis on the selected alternative design solutions, identifies the fleet and conducts modeling. As the study progresses, alternatives will be refined and additional measures could be identified. The process will result in screening out alternatives and arriving at a Tentatively Selected Plan (TSP).

The proposed timeline is to arrive at TSP Milestone by the end of the first year of the study.



Screening Results

Locations: Three of the four potential harbor locations identified and considered in the initial alternative screenings were screened out: Diamond Creek area, East of the Homer Airport, and the City of Seldovia. The location adjacent to or in the vicinity of existing Homer Harbor will move forward.



Location Alternative	Carried Forward	Screening Comments
New harbor at Diamond Creek	No	<ul style="list-style-type: none"> • Parts of the area around Diamond Creek are under environmental protections, others are privately owned. • Concerns about erosion and disruption of longshore transport of sediments
New harbor east of Homer Airport	No	<ul style="list-style-type: none"> • Requires a road/causeway out to the site to reach appropriate depth. • Would cause inefficiencies to marine trades businesses by separating their client base into two locations.
New harbor at Seldovia	No	<ul style="list-style-type: none"> • Outside City limits • Historical natural harbor • Following opening of the small boat harbor in 1964, Homer replaced Seldovia as the economic, cultural, and recreational hub of Kachemak Bay

Structural Measures: All structural measures proposed will be carried forward in the study, except floating breakwaters which were determined to be inefficient for the location’s wave climate and ineffective for the harbor depth. The table below summarizes the measures. As the study progresses additional measures could be identified, and others could be screened out. (A measure is a feature or activity that can be implemented at a specific geographic site to address one or more of the planning objectives.)

Measures	Carried Forward (Yes/No)
General Navigation Features – Structural (Features eligible for Federal construction & operations/maintenance funding.)	
Aquatic organism passage (AOP)	Yes
Dredging	Yes
Entrance Channel	Yes
Floating breakwater	No: Inefficient for wave climate. Ineffective for Harbor Depth
Non-floating structure breakwater	Yes
Rubble mound breakwater	Yes
Turning basin	Yes
Local Service Facilities – Structural (Facilities under the jurisdiction of the City).	
Boat launch	Yes
Boat wastewater disposal facility	Yes
Cargo loading infrastructure	Yes
Coast Guard berthing space	Yes
Docks	Yes
Float system	Yes
Harbor support facilities- fuel, potable water, electricity, sewage disposal, dock facilities	Yes
Moorage basin	Yes
Uplands	Yes

Non-structural measures: The following table summarizes the screening results of the non-structural measures.

Non-Structural Measures	Carried Forward (Yes/No)	Screening Comments
ADA Compliance	Yes	
Harbor float restructuring	No	<ul style="list-style-type: none"> Does not meet planning objectives Currently Utilized by Homer Harbor
Use of natural tides	No	
Traffic management system	No	

Initial Design Alternatives:

Alternative Description	Carried Forward (Yes/No)	Screening Comments
1a: Enclosed basin, minimal footprint (no uplands)	Yes	<ul style="list-style-type: none"> Addresses planning objectives Cost effective
1b: Enclosed basin, moderate footprint (uplands)	Yes	<ul style="list-style-type: none"> Addresses planning objectives Allows for uplands and associated benefits
1c: Enclosed basin (extended), moderate footprint (uplands)	Yes	<ul style="list-style-type: none"> Addresses planning objectives Allows for Harbor expansion to accommodate future fleet growth of larger vessels
1d: Enclosed basin (crescent), maximum footprint	Yes	<ul style="list-style-type: none"> Addresses planning objectives Allows for Harbor expansion to accommodate future fleet growth Allows inclusion of significantly larger vessels Allows significant space for expansion of uplands
2: Detached breakwater	Yes	<ul style="list-style-type: none"> Addresses planning objectives
3a: Floating breakwaters with enclosed basin: Floating breakwaters creating single enclosed basin adjacent to existing harbor with no associated uplands. Provides moorage for design fleet. Re-configure current harbor to accommodate future fleet (and waitlist boats). Provides minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)	No	<ul style="list-style-type: none"> Addresses planning objectives May allow more cost-effective alternative to rubble mound construction dependent upon depth Inefficient for wave climate Ineffective for harbor depth

<p>3b: Floating breakwater and non-floating breakwater: Combination of floating breakwater and rubble mound breakwater or similar non-floating breakwater creating single enclosed basin adjacent to existing harbor with or without uplands. Provide moorage for design fleet. Reconfigure current harbor to accommodate future fleet (including boats on waitlist). Provide minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)</p>	<p>No</p>	<ul style="list-style-type: none"> • Addresses planning objectives • May allow more cost-effective alternative to rubble mound construction dependent upon depth. • Inefficient for wave climate • Ineffective for harbor depth
<p>4: Material removal and inside harbor modification: Remove material from inside the spit to enlarge the harbor. Reconfigure harbor floats and move essential infrastructure. Does not accommodate design fleet or future fleet. Minimal federal action.</p>	<p>No</p>	<ul style="list-style-type: none"> • Provides insufficient additional moorage to address overcrowding and inefficiency issues • Not Cost effective; High cost to Non-Federal Sponsor for minimal additional moorage
<p>5a: New harbor at Diamond Creek: Construct new harbor in Diamond Creek vicinity that accommodates design fleet and future fleet. (cost prohibitive, exposed, construct roads, no city services, and all new facilities west of Homer). Relieves road traffic congestion.</p>	<p>No</p>	<ul style="list-style-type: none"> • Parts of the area around Diamond Creek are under environmental protections, others are privately owned. • Concerns about erosion and disruption of longshore transport of sediments
<p>5b: New harbor east of Homer airport: Construct new harbor location east of Homer Airport. (road needed, would require a causeway to reach appropriate depth.) Relieves road traffic congestion.</p>	<p>No</p>	<ul style="list-style-type: none"> • Would require a road/causeway out to the site to reach appropriate depth. • Would require an additional harbor master's office and staff. • Would have very high Non-Federal Sponsor costs due to all-new LSF infrastructure. • Would cause inefficiencies to marine trades businesses by separating their client base into two locations.
<p>5c: New harbor at Seldovia: Construct new harbor in Seldovia. (road needed, would require a causeway to reach 30' depth.) Relieves road traffic congestion</p>	<p>No</p>	<ul style="list-style-type: none"> • Outside city limits

<p>6: Enclosed basin, external small boat harbor: Rubble mound or similar non-floating structure breakwater creating single enclosed basin adjacent to existing harbor with no associated uplands. Provide moorage for small boats outside of current harbor. Reconfigure current harbor to accommodate large vessels, including dredging and new float system. Provide minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)</p>	<p>No</p>	<ul style="list-style-type: none"> • Repurposing the current harbor for large vessels would require significant changes to inner harbor dock and float configuration. • Inner harbor would require more dredging to accommodate larger vessels.
<p>7: Nonstructural float restructuring: Modify float configuration in existing harbor to reduce need for side-tie moorage by accommodate diagonal moorage for larger vessels currently on transient dock. Does not accommodate design fleet or future fleet and involves no federal action (all LSF).</p>	<p>No</p>	<ul style="list-style-type: none"> • May increase harbor efficiency for some users but would make it unusable for others depending on boat type and would not address other planning objectives.

Summary of Major Plan Components: Below are the major plan components under consideration for the alternatives moving forward.

Alternative		Major Plan Components		
		General Navigation Features	Possible Local Service Facilities	
1a	Enclosed basin, minimal footprint	<ul style="list-style-type: none"> • Rubble mound breakwater or similar non-floating structure breakwater • Dredging • Aquatic Organism Passage (AOP) as needed 	<ul style="list-style-type: none"> • Float system 	
1b	Enclosed basin, moderate footprint		<ul style="list-style-type: none"> • Coast Guard berthing 	<ul style="list-style-type: none"> • Potential for uplands
1c	Enclosed basin with extension, moderate footprint		<ul style="list-style-type: none"> • Harbor support facilities • Docks 	
1d	Enclosed basin (crescent), maximum footprint		<ul style="list-style-type: none"> • Boat launch • Cargo loading infrastructure 	
2	Detached breakwater	<ul style="list-style-type: none"> • Turning Basin • Entrance Channel 	<ul style="list-style-type: none"> • Boat wastewater disposal facility • Moorage basin 	

Project Development Team Meetings

City staff attended three USACE project meetings in the past month. At the June 28 meeting, the USACE PTD coordinated the Alternatives Array and Screening presentation they would be making to the Vertical Team. At the June 5 meeting, the USACE team discussed the additional information that the Vertical Team wanted to see in the Project Management Plan, and began discussions of data collection necessary for the study (e.g. survey/mapping, geotechnical sampling and simulating ship movements), the study's overall budget forecast and cost effective ways to collect that data and accessing any existing data. At the July 12 meeting, the PDT discussed completing the risk register, which identifies risks to completing the study in the time period and identifies ways to address those potential risks. Other focus meetings (to detail geotechnical sampling needs, engaging US Coast Guard planners and an economic simulation model better designed for small boat harbors) were also arranged.

On July 10, Kayla Campbell of the USACE convened an Environmental Stakeholder Working Group meeting. The purpose of the group is to engage local and agency environmental stakeholders to facilitate information exchange regarding natural resources and potential impacts. There are several agencies formally cooperating on the study in addition. This includes, among others, the Environmental Protection Agency, U.S. Coast Guard, U.S. Fish and Wildlife Service, Alaska Department of Fish and Game, National Marine Fisheries Service.

Communications

City staff are actively coordinating with the HDR communications team to provide outreach and public information about the study with a current focus on social media posts sharing goals of the study established in the City Council adopted Charter, and communicating information on the USACE's Alternatives and Measures Milestone.

- In addition to typical public notice, the July 24th City Council Worksession was publicized via email to the harbor expansion study contacts list, social media and via flyers posted in about 20 local businesses to drive public awareness and engagement.
- A summary chart, list of terms, and a unique web page within homerharborexansion.com have been developed for the initial array of alternatives.
- Additional email and flyer publicity will drive traffic to the website to encourage public input.

Study information and updates are consistently being shared in the City's monthly newsletter, through social media (FB and Instagram), and on the Homer Harbor Expansion website.

A public event, Homer Harbor Expansion Update, is being tentatively scheduled for Saturday, September 23rd. More information will be forthcoming once details are confirmed.

RECOMMENDATION:

Informational Only.



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Commerce,
Community, and Economic
Development

DIVISION OF COMMUNITY AND REGIONAL AFFAIRS
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June 28, 2023

Mayor Ken Castner
City of Homer
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mayor@ci.homer.ak.us

Re: National Flood Insurance Program (NFIP) Community Assistance Contact (CAC)

I accepted the invitation to meet with city planning staff on April 06, 2023, to discuss the City of Homer's participation in the National Flood Insurance Program (NFIP). This meeting is called a Community Assistance Contact (CAV) and was conducted with Planning Staff, Bella Vaz, and Courtney Dodge.

The primary purpose of this CAC was to offer technical advice and answer any specific question to help the City of Homer comply with the program. The focus was the development permit process within the regulated floodplain. The enforcement of floodplain development regulations qualifies the community to apply for federal grants or federal backed loans for development within flood hazard areas, and provides businesses, renters, and homeowners the ability to purchase flood insurance for protection against much of the devastating financial loss resulting from flood disasters.

This visit was, also, intended to provide the most current information on NFIP regulations, and giving staff an opportunity to discuss any issues concerning the floodplain management program.

This letter summarizes findings during this Community Assistance Contact (CAC).

1. NFIP training was requested to familiarized with the program and onboarding plan for new staff.
 - 4/10/23 NFIP Online Trainings emailed to Courtney Dodge, Planning Department.
 - Substantial Damages and Substantial Improvement Reference Book left as resource material with Planning Department.
 - 6/02/23 NFIP Q&A Reference Guide mailed to City of Homer, Planning Department.
2. The City of Homer's Ordinance was reviewed during the meeting for compliance with the minimum standards of the 44 CFR 60.3 and no deficiencies were found at this time.
3. A NFIP presentation was requested for Planning Commission that occurred on 6/07/23 to help provide a wider knowledge base about NFIP and the floodplain regulations within the community.
4. The city's floodplain program and processes were reviewed. Digital Floodplain Insurance Rate Maps, DFIRMs, permit applications, Floodplain Ordinances and technical bulletins were available on the city's website.
5. A permit site review occurred, and the Planning Department used proper methods for permit review and issuance.
 - The City of Homer had copies of current permits on hand and information was easily located.
 - Due to having minimal staffing, the City of Homer Planning staff uses an acceptable method of requiring pictures provided by applicant to complete before and after inspections of the project to show the work is completed and the project complied with permit requirements (building elevated, flood vents were added, fuel tanks anchored, etc.).
 - 4/10/23 Planning Department was emailed a permit checklist and example copies of development permits for their resources.

In summary, the City of Homer is compliant with the agreement made with FEMA to participate in the NFIP and continues to try to improve the program by participating in training and staying in contact with State NFIP Coordinator to assist with general technical advice. The City of Homer's staff continues to seek out continued education and information to ensure that the program is being implemented within the community to stay in compliance with the NFIP ensuring the community qualifies for grant funds after storm events and grants that may be available to protect the community from erosion and flood damages.

I am committed to working with the City of Homer to ensure their continued participation in the NFIP and helping your continued efforts to be in the Community Rating System, CRS, program. If you have any questions, please feel free to contact me at (907) 269-7904, harmony.curtis@alaska.gov.

Sincerely,



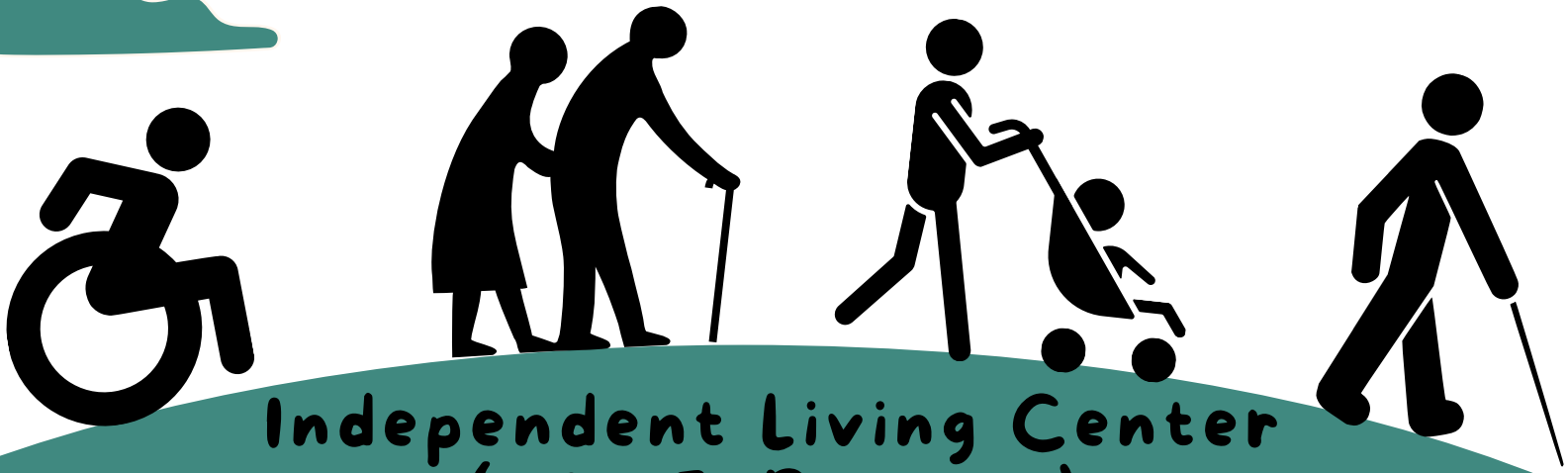
Harmony J. Curtis, CFM
Local Government Specialist 4,
State of Alaska NFIP Coordinator

cc: Rob Dumouchel, City Manager, City of Homer
Bella Vaz, Assistant to the City Manager, City of Homer
Courtney Dodge, Planning Director, City of Homer
Nichole Tham, Operations Division Manager, State of AK, DCCED, DCRA
John Graves, Floodplain Management and Insurance Branch Chief, FEMA Region 10



Wednesday July 26
11:30-2:30

AMERICAN WITH DISABILITIES ACT CELEBRATION



Independent Living Center
(265 E. Pioneer)
Homer

Celebrate with us the 33rd anniversary of the passing of ADA with a BBQ, lawn games, outside art project followed by a group walk.

All are welcome. Free event.