

Your Comments

Please share your thoughts and ideas below regarding information presented at this meeting (challenges, solutions, alternatives, advantages or disadvantages of alternatives) or the project in general. Place this sheet in the comment box or submit your thoughts later (by May 13, 2016, please) to the address below.



Name (optional):

WALTER CORRIGAN

Address (optional):

PO BOX 770 SEWARD 99664

I'VE FLOWN OUT OF SEWARD FOR 23 YEARS, COMMERCIALY, SEARCH AND RESCUE, AND PRIVATE FLYING. FOR ME AND HOW I FLY NOW, 16/34 WOULD BE JUST FINE. BUT, FOR THOSE THAT FLY UNDER EMERGENCY CONDITIONS (MCDEVAC/SAR/ETC), 13/31 CAN BE ABSOLUTELY NECESSARY, ESPECIALLY IN THE WINTER MONTHS. THERE IS A REASON WHY 13/31 WAS BUILT AND THAT REASON IS NO LESS VALID TODAY. IF I CAN BE OF HELP WITH THIS PROCESS, I AM AVAILABLE. I'M A COMMERCIAL PILOT WITH 2500 HOURS, AND A RETIRED NAVAL FLIGHT OFFICER WITH 5,000 NAVY HOURS.

walter.corrigan@gmail.com

Please provide your comment today or send written comment (by May 13, 2016, please) to Robin Reich, Public Involvement Coordinator, Solstice Alaska Consulting, Inc., 2607 Fairbanks Street, Suite B, Anchorage, Alaska 99503 or via email to solsticeak@solsticeak.com.

Carla SlatonBarker

From: Carla SlatonBarker <slabar@mtaonline.net>
Sent: Thursday, June 2, 2016 11:29 AM
To: 'Carla SlatonBarker'
Subject: FW: Seward Airport Improvements Project: birds

From: Tasha DiMarzio [mailto:tjbluebird@yahoo.com]
Sent: Wednesday, June 1, 2016 5:26 PM
To: slabar@mtaonline.net
Cc: robin@solsticeak.com
Subject: Seward Airport Improvements Project: birds

Hi Carla,

Sorry, I didn't respond to your email sooner. It's not for my lack of caring, I do have sincere interest in this project.

I am currently preparing for my field season so I have been swamped. I leave tomorrow for 2 months and will be on the Yukon Delta National Wildlife Refuge totally out of contact.

For my lack of time, I am going to refer you to Sadie Ulman and fellow birder and Researcher at the Alaska Sealife Center sadiou@alaska.sealife.org I have talked to her and she will be more than happy to help you gather any type of data that would be useful to this project.

In the mean time, I quickly look at the data on ebird.org (which is where I enter all of my data) It is open to all the public to look at and gather information.

The first link shows a list of the highest number of each individual species that has been recorded at the airport at one given time.

http://ebird.org/ebird/sightings?listType=high_count&locInfo.regionType=hotspot&locInfo.regionCode=L586881&yr=all&locInfo.parentCode=US-AK&sortBy=taxon_order&o=asc

159 different species have been recorded utilizing the airport pond and mud flats over the years. That is a very high number of species for Alaska that depend on this habitat.

The next link shows the timing and density of the birds that use the airport ponds.

<http://ebird.org/ebird/GuideMe?cmd=decisionPage&getLocations=hotspots&hotspots=L586881&yr=all&m=>

This year alone since Jan 1, 2016 96 different species have utilized the airport ponds.

During migration Mid March -the end of May many species of migratory birds such as geese, shorebirds and Sandhill Cranes stop at the airport mud flats and ponds to refuel. Especially when there is north winds and rains, they can not continue their migration and are grounded for up to 10-14 days at a time.

Taking away this area that is vital to migrating birds to build an airport could really affect and displace birds making it hazardous for pilots.

This land also hosts the only Arctic Tern nesting colony on the Kenai Peninsula, these are a very fragile species and displacing their colony could be detrimental to their population.

Along with birds both Pink and Chum salmon spawn in the ponds and use the surrounding streams to access the ponds, building or extending a run way would block their spawning access.

You also must take into consideration the work that the Alaska Railroad and their adjacent property changes have planned along with how winter storms and tides will affect the proposed run ways out into the tidal flats.

I do not believe that the community as anything to gain by spending thousands of dollars on new runways. We should just continue to fix the current ones and manage what we have.

Thank you for contacting me and taking birds and other wildlife into consideration in the planning of this project.

Tasha

From: "Carla SlatonBarker" <slabar@mtaonline.net>
Date: May 23, 2016 at 10:26:57 AKDT
To: <tjbluebird@yahoo.com>
Cc: "Robin Reich" <robin@solsticeak.com>
Subject: Seward Airport Improvements Project: birds

Hi Tasha,

Thanks for attending the Seward Airport project meeting in April. You mentioned that you have some data related to bird use/bird numbers at the airport. Would it be possible to send that information to us? Thanks!

Carla

Carla SlatonBarker
Solstice Alaska Consulting, Inc.
2607 Fairbanks Street, Suite B
Anchorage, Alaska 99503
907.929.5960



Check out our website: www.solsticeak.com

Carla SlatonBarker

From: rainyday <c_griz@yahoo.com>
Sent: Wednesday, April 27, 2016 9:08 PM
To: Carla@solsticeak.com; Robin@solsticeak.com
Subject: Seward Airport high tide photos
Attachments: P1040167-Seward-airport-at-high-tide.jpg; P1040171-Seward-Airport-at-high-tide.jpg; Screen Shot 2016-04-27 at 7.42.20 PM.png; P1040171-Seward-Airport-at-high-tide-comments.jpg

Hi Carla and Robin,

Attached are some photos of the Seward Airport taken on March 10, 2016 near the high tide of day of 11.9'. As you know, this is not the highest tide, which can reach 13.7'.

I am very concerned that closing main Runway 13-31 will indeed allow floodwater to have better access to the existing floodplain as stated. This is not a reasonable or desirable direction. I fear that without maintaining the main runway as a levee, the floodwater will quickly overrun it and flow into the center portion of the airport. Then the river will start eroding the other runway 16-34 in the same way as it does now. That brings the impact of flood damage very close to the existing infrastructure of hangars, buildings, and Airport Road, resulting in an extremely expensive alternative.

I understand Dieckgraeff Road aka Levee Road, just across the highway from the airport, was designed and constructed in a flood plain. Similarly, raising the elevation, adding armor protection, and reconstructing Runway 13-31 as a protective levee/runway is a superior alternative to closing Runway 13-31 and improving Runway 16-34.

This project must also consider the impending sea level rise in which the high tide shown in my photo may become the normal scenario for a moderate to low tide. The protective beach berm, reduced to an island, may be submerged more frequently, resulting in reduced protection from storm erosion.

The next protective barrier is the former road to the Naval Radio Station. It is submerged at high tides now. Close mowing along this former road reduces the ability of plants to maintain their roots, and thus their function to control erosion. The Airport Plan should include restrictions on mowing along this former road.

Note that the Alaska Railroad Master Plan proposes dredging for a boat barge basin between the airport and the AKRR property. This wetlands, with its layers of stable clay and compacted silt is very important for reducing flood impacts by controlling and filtering both flood waters and high tides. Removal of this stable wetlands, which includes a salmon stream complex, will bring the ocean permanently to the airport property line.

Extending Runway 13-31 will bring it extremely close to this property line, proposed boat barge basin, and ocean impacts. Consider the high costs of construction in wetlands, raising the elevation, and adding protective armoring for this alternative. Consider too, the negative impacts to wildlife and the environment.

Historic photos show the wild glacial Resurrection River created the entire alluvial fan from one side of the bay to the other. Artificial fill has extended development from the AKRR yard to the boat harbor, highway, and Lagoon. Allowing the river to have "better access to the existing floodplain" means utter destruction of all the infrastructure now in this floodplain.

I believe the most cost-effective and viable alternative is to maintain and improve existing Runway 13-31 as a levee/runway, and maintain the rest of the current infrastructure.

Thank you for your consideration,
Carol Griswold
Seward, Alaska

Carla SlatonBarker

From: rainyday <c_griz@yahoo.com>
Sent: Friday, June 3, 2016 12:44 PM
To: Carla SlatonBarker
Subject: Re: Seward Airport high tide photos

Hi Carla,

A recent event, detailed below, has raised my awareness of the regional significance of the Arctic Tern colony just south of runway 13-31. I hope this information will be considered when making decisions on the Seward Airport Master Plan.

Thank you,
Carol Griswold
Seward

June 3, 2016 Tragedy at Arctic Tern colony
Seward, Alaska

On Friday, May 13, while I was away at the Kachemak Shorebird Festival, tragedy struck the Arctic Tern colony at the head of the bay.

Four other birders, however, witnessed the catastrophe as five Alaska Natives methodically harvested every Arctic Tern egg and other wild bird eggs. According to the birders, they walked along the edges of the ponds, waded to the little islands, probed all along the beach ryegrass berm, searched above the high tide line, and hunted through the uplands habitat, gathering eggs.

The terns were frantic, as were the birders, but the "subsistence" eggers did not stop. When all the eggs were gone, the terns gave up and abandoned the colony.

I did not learn about this disaster until May 22nd. After I got back from the festival, I did notice how quiet it was with very few terns flying around. Also there were a number of NORTHERN PINTAILS, NORTHERN SHOVELERS, GREEN-WINGED TEAL, and MALLARDS in pairs. This seemed unusual as normally the momma is incubating or has ducklings in tow. GREATER YELLOWLEGS were scarce, often none seen or heard.

The magnitude of the illegal egging gradually dawned as remnant tern activity dwindled from a few terns parading around with tiny fish, to just a few still fishing in the pond, to just occasional over flights. The persistence of paired ducks revealed which family's nest was plundered.

On May 24 around 5 pm, I witnessed a very strange sight. A huge flock of about 150 terns flew high above the head of the bay in a wide circle, flashing white and then gray like a flock of sandpipers, flying in synchrony. Not only was this odd in the middle of the nesting season, but the sound! Instead of the usual Top Gun, razzle-dazzle, fearless blast, the terns were mewing, a muted, mournful cry. I felt so sad. It felt like they were saying good-bye and taking one last look around. Unlike the fall farewell, there were no young ones with them, nor would there be.

The Terns cannot start over. After flying 10,000 miles or more from their wintering home on the Antarctic ice pack, they only have so much energy and time for courtship, incubation (3 weeks), and raising their babies (4 weeks to fledge). By taking all the eggs, a whole generation of Terns was senselessly wiped out.

The loss of the protective terns affects the few remaining nesting birds. Without their aggressive vigilance, the remaining birds are at risk. A single eagle flying over generates a response from the 6 remaining MEW GULLS. While they are chasing the eagle, a predator like a Raven or Crow could fly in and take an egg. The whole layered, symbiotic relationships between the birds is gone, and survivors are suffering as much as if their eggs were taken too.

This tremendous loss made me realize the significance of the Arctic Tern colony. It is the only one in Resurrection Bay; as far as I know, there are no Arctic Tern colonies to the south. The next tern colony at Tern Lake, mile 38 Seward Highway, has only 6 pairs. The colony at Potter Marsh south of Anchorage is much diminished.

It would be interesting and important to compile data on the Arctic Tern populations on the Kenai Peninsula and southcentral. If anyone has data, please share it with me at c_griz@yahoo.com.

This colony is also threatened by proposed expansion of the Alaska Railroad including a possible jetty at the edge of their colony, creation of a barge basin by dredging the immediately adjacent wetlands, a possible extension of Port Avenue to connect with Airport Road, among other significant habitat impacts. Visit the Railport Seward expansion plan at < <http://www.railportseward.com/about/project-overview>>

The Seward Airport is also considering widening and extending the NS runway 13-31 farther south, pointing directly at the tern colony, and placing them in the path of descending and ascending airplanes. The impact of these changes on a regionally significant Arctic Tern colony will be drastic. < <http://dot.state.ak.us/creg/sewardairport/>>

I filed a report with the US Fish and Wildlife Service and an investigation is underway. Seward is a closed area for subsistence harvest. It is illegal for anyone, including Alaska Natives, to harvest wild bird eggs on the road system in the Kenai Peninsula.

The 2016 Alaska Subsistence Spring/Summer Migratory Bird Harvest Regulation is available on line at < http://www.fws.gov/alaska/ambcc/Regs/16%20Regs%20Book-3-11-16_web.pdf>

Very sad birder,
Carol Griswold
Seward Sporadic Bird Report Reporter
For a photo, please visit my blog at < <http://sporadicbird.blogspot.com/>>

From: Carla SlatonBarker <Carla@solsticeak.com>
To: 'rainyday' <c_griz@yahoo.com>
Cc: Robin@solsticeak.com
Sent: Friday, April 29, 2016 8:38 AM
Subject: RE: Seward Airport high tide photos

Hi Carol,
Thanks so much for your comments and the photos (wow, what a view!). We'll share them with the project team and add them to the comment record.
Thanks for taking the time, and it was nice speaking with you in Seward last week.
Carla

Carla SlatonBarker
Solstice Alaska Consulting, Inc.
2607 Fairbanks Street, Suite B
Anchorage, Alaska 99503
907.929.5960

From: rainyday [mailto:c_griz@yahoo.com]
Sent: Wednesday, April 27, 2016 9:08 PM

To: Carla@solsticeak.com; Robin@solsticeak.com

Subject: Seward Airport high tide photos

Hi Carla and Robin,

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Note that the Alaska Railroad Master Plan proposes dredging for a boat barge basin between the airport and the AKRR property. This wetlands, with its layers of stable clay and compacted silt is very important for reducing flood impacts by controlling and filtering both flood waters and high tides. Removal of this stable wetlands, which includes a salmon stream complex, will bring the ocean permanently to the airport property line.

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I believe the most cost-effective and viable alternative is to maintain and improve existing Runway 13-31 as a levee/runway, and maintain the rest of the current infrastructure.

Thank you for your consideration,
Carol Griswold
Seward, Alaska

Subject: Seward Airport Improvements feedback

From: ej23345@gmail.com

To: solsticeak@solsticeak.com

Thu, 12 May 2016 13:22:21 -0800 (AKDT)

comments2	Seward Airport Improvement Project
name	Emily Johnson
satisfied	do not add to list
comments	<p>Hello,I relocated to Seward a year ago, but in that time I have come to realize the importance of the airport, pond, and the mudflats beyond that for various bird species during different seasons. Spring is an especially important time for birds at the airport for shorebirds, Arctic Terns (they have a nesting colony there), heavy bodied birds such as geese, and many more. Two of the proposals would extend the runways into the pond or mudflats. This would be very detrimental for many bird species that migrate through this area. Though this is not a major stopover site for migrating birds, it is the only stopover site on this fjord before birds can head up through the Resurrection River. If the weather is bad, birds need a place to stop and refuel before they move on when the weather is better. Extending runway 16/34 would eliminate this critical area and birds would be forced to move on without refueling. Often when birds' stopover sites are destroyed! , the birds fly to exhaustion and have to stop in areas where they may not be able to find food. The result of this is often death. The importance of the airport pond and mudflats also lies in the fact that the water is brackish and has little silt. This allows for a greater diversity of food sources, thus a greater diversity of species are able to stop there and forage. Though I do not agree with any of the proposals for runway extensions, if I had to choose I would pick alternative 1.1. Alternative 1.1 does the least damage to this important and diverse habitat.I urge you all to consider not just the impacts on the people of Seward and the surrounding property owners, but also to the wildlife that utilizes this area and what the loss of this wildlife and habitat could mean. The loss of one stopover site for migrating birds may seem small, but the changes in migration patterns and survival rates during migration would be enormous.Thank you for your time and for considering ! my comments.-Emily Johnson</p>
zipcode	28211
comments1	
email	ej23345@gmail.com

Your Comments

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Name (optional):

Bob Linville

Address (optional):

P.O. Box 1753, SEWARD, AK 99664

I support Alternative 1.1. Reasons below:

1. Accommodates existing use by larger aircraft.
2. Cost estimate much less than Alternative 3.
3. Does not impact barge basin expansion by ARRC.
4. Less impact to existing wetlands. ~~and~~
5. Its an existing facility that provides the longest runway of any alternative and does not require extension into Resurrection Bay storm impact zone.
6. Properties to shown as impacted across from current river channel are already flooded and unused.
7. Our whole valley is a flood zone to some degree. We need to hold the line and not lose more ground.

Please provide your comment today or send written comment (by May 13, 2016, please) to Robin Reich, Public Involvement Coordinator, Solstice Alaska Consulting, Inc., 2607 Fairbanks Street, Suite B, Anchorage, Alaska 99503 or via email to robin@solsticeak.com

Subject: interest in the Seward Airport Improvements Project

From: laura.noland@cardno.com

To: solsticeak@solsticeak.com

Tue, 05 Jan 2016 15:56:13 -0900 (AKST)

[email|laura.noland@cardno.com](mailto:laura.noland@cardno.com)

Your Comments

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Name (optional):

Jim Hunt

Address (optional):

P.O. Box 3094

(occupation:
City Manager
SEWARD)

Beyond the fact the Resurrection/Salmon Rivers need major dredging. The key factor for erosion against and under the runway is the river's migration/bedding to the west and as gravel and silt deposits filled the regions of bed. I don't believe any work should be done until the river's threat is mitigated. It also has caused issues for the Alaska Rail Road dock and future barge development area. I have large photographs (aerial) of the river's deposits over the area at my disposal.

Thank you,
Jim

Please provide your comment today or send written comment (by September 26, 2014, please) to Robin Reich, Public Involvement Coordinator, Solstice Alaska Consulting, Inc., 2607 Fairbanks Street, Suite B, Anchorage, Alaska 99503 or via email to solsticeak@solsticeak.com.

* Emailed on 9/26/14 to Solstice Alaska Consulting

September 26, 2014

Robin Reich
Public Involvement Coordinator
Solstice Alaska Consulting, Inc.
2607 Fairbanks St, Ste B
Anchorage, AK 99503

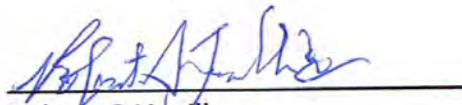
Re: Seward Airport Improvements Project Comments

Dear Ms Reich:

I attended the public meeting held here in Seward at the Ray Building two weeks ago. As a local resident of Seward and a very frequent user of the wetlands and beach just to the south of the Seward Airport, I was greatly disturbed to learn that no provision for public access to this area was contemplated at this early stage of the project. I came away with the understanding that the beach/wetlands area will be fenced off with no gate to be included for public access. Is this correct? If so, I would like to be informed of the reasoning behind the need for public exclusion. This area has been consistently and heavily used by locals for many decades without any airport conflicts whatsoever. The actual runway/taxiway/tiedown/hangar area can be fenced and held to limited access to protect all airport operations if this is a federal requirement, as I recall hearing at the meeting. But somewhere in the vicinity of the current parking area at the end of the airport road there either needs to be a gate for public access to the beach/wetland area to the south or the fencing needs be designed such that public access is maintained. Public access to trails and wetlands exists in equally close proximity in many other Alaskan towns including Anchorage and Seward's need for the same is not at all uncommon. Seward is unique in that due to the Alaska Railroad, the only way to get to this beautiful area right close to town is either through airport or railroad property. As such, and in cooperation with the railroad if necessary, please begin discussions as to how our current access can be preserved as you go forward with this plan.

I look forward participating in this planning process as the design moves forward to completion. Thank you for the opportunity to comment at this time.

Sincerely,



Robert G Linville
PO Box1753
Seward, AK 99664
907-224-3252
linville@ak.net

Your Comments

The Seward Airport Improvements Project is just getting underway. The project team is gathering information about the Seward Airport, including needs, issues, and concerns. Your comments, questions, and issues are an important part of the process. Please share your thoughts and ideas below and place this sheet in the comment box. You can also submit your thoughts later (by September 26, 2014, please) to the address below.



Name (optional):

Lucky H. Wilson

Address (optional):

PO Box 685 SEWARD, AK 99664

My hanger is at 2102 Airport Rd. It is a COMMEXIAH COMPANY BLD. The original plan was to supply a hanger large enough for large A/C, the current situation has destroyed that.

My belief is to bring the current AP up to par with all other AP in AK, we need a float pond next to the long Runway like Kenai has, a long Runway with an IFR Approach & the short runway a GPS approach straight in over the bay. When the Alaska Village Fleet moves in, the traffic will increase, an FBO with flts to Anch. (scheduled flts), The increase in Coast Guard TRAFFIC & Medical flts make these fixes mandatory. Thank you, Lucky H. Wilson

Please provide your comment today or send written comment (by September 26, 2014, please) to Robin Reich, Public Involvement Coordinator, Solstice Alaska Consulting, Inc., 2607 Fairbanks Street, Suite B, Anchorage, Alaska 99503 or via email to solsticeak@solsticeak.com.

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Name (optional):

Dennis Perry

Address (optional):

PO Box 1802, Seward 99664

- Please make power availability more affordable. Industry avoids Seward because of it.
- Extend short runway to establish "usable" ILS or GPS approach with "missed approach" route up the valley
- Establish a float pond for float plane.

Please provide your comment today or send written comment (by September 26, 2014, please) to Robin Reich, Public Involvement Coordinator, Solstice Alaska Consulting, Inc., 2607 Fairbanks Street, Suite B, Anchorage, Alaska 99503 or via email to solsticeak@solsticeak.com.

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Name (optional):

Peggy

Address (optional):

I live in Seward & have for the past 20 years.

We need to be able to have planes that can deliver emergency equipment - personnel etc - we can't support the huge number of visitors we have in the summer months without knowing there is back up help available - we don't need an international airport but we do need something - and sooner than 2019!

Please consider an "interim" fix of the current situation - we appreciate all your efforts and thank you! Give us a chance to make Seward a "Safe" place to live!  Thanks!

Please provide your comment today or send written comment (by September 26, 2014, please) to Robin Reich, Public Involvement Coordinator, Solstice Alaska Consulting, Inc., 2607 Fairbanks Street, Suite B, Anchorage, Alaska 99503 or via email to solsticeak@solsticeak.com.

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Name (optional):

WALTER CORRIGAN

Address (optional):

PO BOX 770, SEWARD, AK

IN ADDITION TO THE UPGRADES TO THE RUNWAYS/TAXIWAYS/RAMP AREAS, IT WOULD BE GOOD TO HAVE SUFFICIENT SPACE FOR 20-30 T-HANGARS FOR RESIDENT AIRCRAFT. SUCH SPACE COULD BE LEASED BY THE STATE TO ENTITIES WHO WOULD BUILD AND MANAGE THEM. IMPROVEMENTS TO THE NAVIGATIONAL AIDS THAT I WOULD LIKE TO SEE WOULD BE:

- ① WAAS (GPS WIDE-AREA AUGMENTATION SYSTEM)
- ② ADS-B (AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST) TOWER.

BOTH WOULD ENHANCE SAFETY AS WOULD CITY WATER (WITH FIRE HYDRANTS) AND SEWER ON THE PROPERTY

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Name (optional):

Ronn Hemstock

Address (optional):

Box 2976 Seward

DONT WANT ANY PLAN
That Removes A Runway

WINTER WAYS NEAREST

31

AND SUMMER WAYS

16

A Flat Pond would Be
A Big improvement

Please provide your comment today or send written comment (by September 26, 2014, please) to Robin Reich, Public Involvement Coordinator, Solstice Alaska Consulting, Inc., 2607 Fairbanks Street, Suite B, Anchorage, Alaska 99503 or via email to solsticeak@solsticeak.com.

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Name (optional):

Jeff

Address (optional):

1) The Resurrection River needs to be dredged from the drop off to the deeps to the Bridges on Nash Rd and Seward Hwy.

2) The materials dredged need to be prudently placed behind riprap in a plan allowing for future uses, Harbor protection from flood filling, and Runway expansion. Reestablish the original airport Rd. and possibly an eastside road. Dredging happens in Anchorage every few years and there are smaller units available for Upstream dredging.

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12 Sept 2014

Dear Mr Robin Reich,

Ref "Seward Airport Improvements
Project #54857"; could you send me
a paper with sort of an overview
of the project. I don't want anything
in great detail, just an overview.
I have land near the end of the
runway.

Your consideration will be appreciated.

Ace F
Ace F Trask
CAPT, USA (RET)



Ace F Trask
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