

SPECIAL ORDERS, PRESENTATIONS AND REPORTS

Administration Report:

Community Development Director Jackie Wilde—stated that this morning she had given her two-weeks’ notice of her resignation as Community Development Director. **Wilde** stated that the planning process is meant to serve the public interest, and requires a consistency of policies held that support the entire community. Those who practice planning need to adhere to a higher level of ethics in their practice. **Wilde** wanted to thank every commissioner and council member and City staff who she has worked with over the past 11 years.

Other Reports, Announcements, and Presentations – None

UNFINISHED BUSINESS REQUIRING A PUBLIC HEARING

Resolution 2021-014 Of The Seward Planning And Zoning Commission Of The City Of Seward, Alaska, Recommending Kenai Peninsula Borough Approval Of The Preliminary Right Of Way (ROW) Acquisition Plat For The Seward Airport On Various Legals Located In Sec 2 & 3, T1S, R1W And Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport, Physical Location, 2310 Airport Road

Tom Swann opened public hearing on this item.

Public Comments: **Steve Leirer** stated the he owns parcel 4 shown in the preliminary ROW acquisition replat. **Leirer** stated that he would not sell only 1.986 acres of his property, and that he would only consider selling the entire 19 acres. **Bob Linville** stated that the long runway is essentially a dyke, and if it is not maintained it will be breached at some point. **Linville** stated that the DOT never listened to the concerns the citizens expressed during the whole process of the Airport project. **Linville** asked the Planning Commission to vote ‘no’ to the preliminary ROW acquisition replat. **Carol Griswold** stated that she agreed with the previous comments about the Airport, and stated that the Commission should vote ‘no’ to the preliminary ROW acquisition replat. She stated that the parcels being acquired for the ROW would not make the approach to the new runway safe. Retaining the existing long-runway would prevent unnecessary filling, clearing, and grubbing.

Applicant Comments: **Joy Vaughn** stated that the DOT cannot raise the current runway because of the FEMA Firm map that was adopted completely separate from the airport project. Whenever there is a floodway placed on an official map, a property owner cannot add fill to where the floodway is located. Also, the project is funded by FFA, which has their own requirements. The runway cannot simply be repaved, the DOT would have to dig down a certain amount and reconstruct the entire runway. If the DOT completely reconstructs the runway they have to prove that there are a certain amount of aircraft using the airport, and the DOT could not prove that. So, the DOT cannot add more fill because of FEMA, and cannot reconstruct because of FFA. **Vaughn** stated that the FFA also requires a larger separation between the apron and the runway, which is why the shorter runway is being shifted. DOT is trying to be sensitive to the Salmon streams.

Motion (Sullivan/Charbonneau)

Resolution 2021-014 Of The Seward Planning And Zoning Commission Of The City Of Seward, Alaska, Recommending Kenai Peninsula Borough Approval Of The Preliminary Right Of Way (ROW) Acquisition Plat For The Seward Airport On Various Legals Located In Sec 2 & 3, T1S, R1W And Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport, Physical Location, 2310 Airport Road

Tom Swann closed public hearing and asked for the staff report. **Bringinghurst** stated that there was a Substitute Resolution that needed to be brought forward with a motion.

Motion (Charbonneau/Verhey)

Substitute Resolution 2021-014 Of The Seward Planning And Zoning Commission Of The City Of Seward, Alaska, Recommending Kenai Peninsula Borough Approval Of The Preliminary Right Of Way (ROW) Acquisition Plat With Amendments For The Seward Airport On Various Legals Located In Sec 2 & 3, T1S, R1W And Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport, Physical Location, 2310 Airport Road

Bringinghurst read the staff report from the Substitute Resolution and Agenda statement. **Tom Swann** stated that the Commission should be aware that their decision tonight is simply about the acquisition of the three parcels of land and whether or not they were suitable to be acquired by the airport, and that they were not to discuss other aspects of the Airport project that did not pertain to the acquisition of those three parcels of land. The Commissioners agreed.

Motion Passed

AYES: Sullivan, Swann, Charbonneau, Verhey

NOES: None

PUBLIC HEARINGS

Resolution 2021-019 Of The Seward Planning And Zoning Commission, Granting A Conditional Use Permit To James Protzman To Construct A Mixed-Use Building On Lots 37-40, Block 4, Original Townsite Of Seward Alaska, Located At 134 Fourth Avenue; Within A Central Business (CB) Zoning District

Tom Swann opened public hearing on this item.

Sponsored by: Applicant

**CITY OF SEWARD, ALASKA
PLANNING AND ZONING COMMISSION
RESOLUTION 2021-014**

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF SEWARD, ALASKA, RECOMMENDING KENAI PENINSULA BOROUGH APPROVAL OF THE PRELIMINARY RIGHT OF WAY (ROW) ACQUISITION PLAT FOR THE SEWARD AIRPORT ON VARIOUS LEGALS LOCATED IN SEC 2 & 3, T1S, R1W AND SEC 34 & 35, T1N, R1W, SEWARD MERIDIAN SW, THAT POINT KNOWN AS THE SEWARD AIRPORT, PHYSICAL LOCATION, 2310 AIRPORT ROAD.

WHEREAS, The Seward Airport has submitted a preliminary plat to the City of Seward for review and recommendation to the Kenai Peninsula Borough; and

WHEREAS, this platting action will acquire Parcel 1, owned by Civil Air Patrol, Parcel 4, owned by Leirer Family Limited Partnership, and Parcel 5, owned by the City of Seward, in Sec 2 & 3, T1S, R1W and Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport to create a new ROW for Runway 16/34, which will be shifted, lengthened, and raised above the 100-year flood level; and

WHEREAS, the parcel located at 2310 Airport Road is zoned Industrial (I); and

WHEREAS, the property is currently serviced by municipal road, water, sewer, electric and other utilities, but the exact parcels for acquisition are not developed and are part of the Tidelands; and

WHEREAS, City staff have stated that a subdivision installation agreement is not required for this replat; and

WHEREAS, all conditions required by Seward City Code §16.01.015, Conditions to plat approval, were met; the property owners and leaseholders within 300 feet of the requested replat were notified of the proposed subdivision, and the property was posted with public notice signage; and

WHEREAS, it is the Planning and Zoning Commission's responsibility to act in an advisory capacity to the Seward City Council and the Kenai Peninsula Borough regarding subdivision plat proposals.

NOW, THEREFORE, BE IT RESOLVED by the Seward Planning and Zoning Commission that:

Section 1. The Commission hereby recommends that, in accordance with Seward City Code Section 16.01.015 (B), the City Council approve the submittal of the replat of Sec 2 & 3, T1S, R1W and Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport to acquire Parcel 1, owned by Civil Air Patrol, Parcel 4, owned by Leirer Family Limited Partnership, and Parcel 5, owned by the City of Seward, to create a new ROW for Runway 16/34, which will be shifted, lengthened, and raised above the 100-year flood level.

Section 2. This resolution shall take effect immediately upon its adoption.

PASSED AND APPROVED by the Seward Planning and Zoning Commission this 6th day of July 2021.

THE CITY OF SEWARD, ALASKA

Cindy L. Ecklund, Chair

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

Brenda Ballou, MMC
City Clerk

(City Seal)

P&Z Agenda Statement



Meeting Date: July 6, 2021

Through: Jackie C. Wilde, Community Development Director

From: Courtney L Bringhurst, Planner

Agenda Item: Recommending City Council And Kenai Peninsula Borough Approval Of ROW Acquisition Plat For The Seward Airport Improvements On Various Legals Located In Sec 2 & 3, T1S, R1W and Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport. (Physical location 2310 Airport Road)

BACKGROUND & JUSTIFICATION:

Attached for the Commission's review and recommendation to the Kenai Peninsula Borough Planning Commission is a preliminary plat submitted by Alaska DOT and PF. This platting action acquires Parcel 1, owned by Civil Air Patrol, Parcel 4, owned by Leirer Family Limited Partnership, and Parcel 5, owned by the City of Seward, in Sec 2 & 3, T1S, R1W and Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport to create a new ROW for Runway 16/34, which will be shifted, lengthened, and raised above the 100-year flood level.

The Seward Airport has needed to make improvements for some time now that will substantially reduce the damage the airport is experiencing from recurrent flooding, and to meet FAA design standards based on current aircraft utilizing the airport and forecasted aviation needs.

Currently, the runway lighting is old and needs replacement. Much of the pavement needs rehabilitation or replacement. Testing has revealed a weakened embankment under the pavement of Runway 13/31, necessitating a restriction of allowable aircraft weights to those under 12,500 pounds. Improvement of aging and deteriorating airport facilities is another major goal of this project.

The river delta adjacent to the airport has been rising relative to airport elevations, increasing the frequency and severity of overtopping floods. The main runway is now too low and in the direct path of the river, which has been repeatedly damaging it during high water events. Overtopping events were initially limited to the fall but have been occurring June through November in recent years, making maintaining the runway increasingly difficult. In response to multiple flood events during of the summer of 2013, DOT&PF constructed an emergency dike that is providing some temporary relief.

The most recent revision of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) has now established a regulatory floodway across the existing main runway (RW 13/31) of the airport. By federal regulation, allowable construction is extremely limited in a regulatory floodway. DOT&PF completed a hydrologic study to help identify and evaluate feasible alternatives.

RW 13/31 is adjacent to the Resurrection River which has flooded it and Taxiway A repeatedly in recent years, periodically closing the runway and causing ongoing repair expenses. To address this problem, this project will shift, lengthen, and raise the current crosswind runway (RW 16/34) above the 100-year flood level. Some taxiways will be raised to meet the new runway elevation while others will be removed in accordance with current FAA guidance. New runway and taxiway lighting will be installed. The river side of the raised runway will receive rip rap armoring to protect it during flood events. The aprons will be repaved, and new navigation aids will be installed. RW 13/31 and Taxiway A will be closed, but the runway embankment will be left in place as additional protection against future flood events.

Three alternatives were evaluated during the scoping and environmental process. The current project scope corresponds to Alternative 2.2 in the approved Environmental Assessment. Alternative 2.2 had the most advantages and least number of disadvantages.

In accordance with Borough requirements, the City must review and comment on a plat before submittal to the Borough for approval.

SUBDIVISION REVIEW:

Zoning: The property is zoned Industrial (I).

Size: The amount of land to be acquired is, 38.224 acres from Parcel 1, 1.986 acres from parcel 4, and 25.395 acres from parcel 5.

Utilities: There are no utilities on these parcels. Tract “F” is served by the existing public utilities, maintained streets and a hydrant.

Existing Use: The three parcels currently do not have any development, and are part of the Seward Tidelands.

Access: These parcels will not have vehicular access, but will only provide an extended Right of Way for the airport to shift, lengthen, and raise Runway 16/34.

Flood Zone: The lots are within an AE Flood Zone.

<u>CONSISTENCY CHECKLIST:</u>		Yes	No	N/A
1.	Comprehensive Plan (2030, approved by Council 2017): <i>Vol 1 Ch 2.2.12.5 – Air Traffic</i> <ul style="list-style-type: none"> “Support the State’s airport improvement plan” <i>Vol 1 Ch 3.1.1.2 – Update and expand infrastructure for commercial and industrial properties that are currently underdeveloped</i> <ul style="list-style-type: none"> “Support and improve airport.” 	X		

	<i>Vol 1 Ch 3.4.3 – Improve the usability of the state-owned airport</i> <ul style="list-style-type: none"> • <i>“Encourage the State to: <ul style="list-style-type: none"> ◦ Complete and implement a flood mitigation project to protect the runways from flooding”</i> 			
2.	Strategic Plan (1999): Improve the state Airport <ul style="list-style-type: none"> • “Develop a flood mitigation project to protect the runway from flooding” (page 16). 	X		

Staff Comments:

Department	Comments	No Comment	N/A
Building Department		X	
Fire Department		X	
Public Works Department	I’m concerned about the hazard easement / clear zone off of the Dieckgraeff Road may conflict with the City’s Snow Dump site		
Harbor Department		X	
Police Department		X	
Electric Department		X	
Telecommunications			X

Public Comment:

Lease holders within three hundred (300) feet of the proposed platting action were notified of this public hearing. Public notice signs were posted on the property and all other public hearing requirements of Seward City Code §15.01.040 were complied with.

At the time of this publication the Community Development Department has received no public inquiries. If any correspondence is received after publication of this agenda statement, it will be presented as a lay down item at the Commission meeting.

RECOMMENDATION: Commission approve Resolution 2021-014, recommending that, in accordance with Seward City Code Section 16.01.015 (B), the City Council approve the ROW acquisition plat for the Seward Airport improvements on various Legals located in Sec 2 & 3, T1S, R1W and Sec 34 & 35, T1N, R1W, Seward Meridian SW, that point known as the Seward Airport.

**CITY OF SEWARD, ALASKA
PLANNING AND ZONING COMMISSION
SUBSTITUTE RESOLUTION 2021-014**

A SUBSTITUTE RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF SEWARD, ALASKA, RECOMMENDING KENAI PENINSULA BOROUGH APPROVAL OF THE PRELIMINARY RIGHT OF WAY (ROW) ACQUISITION PLAT WITH AMENDMENTS FOR THE SEWARD AIRPORT ON VARIOUS LEGALS LOCATED IN SEC 2 & 3, T1S, R1W AND SEC 34 & 35, T1N, R1W, SEWARD MERIDIAN SW, THAT POINT KNOWN AS THE SEWARD AIRPORT, PHYSICAL LOCATION, 2310 AIRPORT ROAD.

WHEREAS, The Seward Airport has submitted a preliminary plat to the City of Seward for review and recommendation to the Kenai Peninsula Borough; and

WHEREAS, this Preliminary platting action recommends the acquisition of Parcel 1, owned by Civil Air Patrol, Parcel 4, owned by Leirer Enterprises LLC, and Parcel 5, owned by the City of Seward, in Sec 2 & 3, T1S, R1W and Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport to create a new ROW for Runway 16/34, which will be shifted, lengthened, and raised above the 100-year flood level; and

WHEREAS, the parcel located at 2310 Airport Road is zoned Industrial (I); and

WHEREAS, City staff have stated that a subdivision installation agreement is not required for this ROW Acquisition Plat since per the definition of a *subdivision*, the land being acquired will not be used for “future sale, lease, or building development” §16.01.010; and

WHEREAS, all conditions required by Seward City Code §16.01.015, Conditions to plat approval, were met; the property owners and leaseholders within 300 feet of the requested replat were notified, and the property was posted with public notice signage; and

WHEREAS, the Planning and Zoning Commission held a joint work session with the Port and Commerce Advisory Board, and the Seward Bear Creek Flood Board on August 11, 2021, and agreed that there were certain conditions they felt were necessary to request in order to approve this Preliminary ROW Acquisition Plat; and

WHEREAS, it is the Planning and Zoning Commission’s responsibility to act in an advisory capacity to the Seward City Council and the Kenai Peninsula Borough regarding Preliminary ROW Acquisition Plat proposals.

NOW, THEREFORE, BE IT RESOLVED by the Seward Planning and Zoning Commission that:

Section 1. The Commission hereby recommends that, in accordance with Seward City Code Section 16.01.015 (B), the City Council approve the submittal of the Preliminary ROW Acquisition Plat of Sec 2 & 3, T1S, R1W and Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport with amendments proposing the action to acquire Parcel 1, owned by Civil Air Patrol, Parcel 4, owned by Leirer Enterprises LLC, and Parcel 5, owned by the City of Seward, to create a new ROW for Runway 16/34, which will be shifted, lengthened, and raised above the 100-year flood level.

Section 2. Amendments to this Resolution are as follows

1. The Planning and Zoning Commission recommends this resolution as long as the following conditions are met:
 - a. Public access to the beach to the south of the Airport property is provided
 - b. A fire hydrant is installed on the Airport property
 - c. Water and sewer are brought to the Airport facilities

Section 2. This resolution shall take effect immediately upon its adoption.

PASSED AND APPROVED by the Seward Planning and Zoning Commission this 7th day of September 2021.

THE CITY OF SEWARD, ALASKA

Cindy L. Ecklund, Chair

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

Brenda Ballou, MMC
City Clerk

(City Seal)

Substitute P&Z Agenda Statement



Meeting Date: September 7, 2021

Through: Jackie C. Wilde, Community Development Director

From: Courtney L Bringhurst, Planner

Agenda Item: Recommending City Council And Kenai Peninsula Borough Approval Of Preliminary ROW Acquisition Plat With Amendments For The Seward Airport Improvements On Various Legals Located In Sec 2 & 3, T1S, R1W and Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport. (Physical location 2310 Airport Road)

BACKGROUND & JUSTIFICATION:

Attached for the Commission's review and recommendation to the Kenai Peninsula Borough Planning Commission is a preliminary ROW acquisition plat submitted by Alaska DOT and PF. This platting action shows certain parcels the DOT wishes to acquire for the necessary ROW on the new runway. Parcel 1 is owned by Civil Air Patrol, Parcel 4 is owned by Leirer Enterprises LLC, and Parcel 5 is owned by the City of Seward. These parcels are located within Sec 2 & 3, T1S, R1W and Sec 34 & 35, T1N, R1W, Seward Meridian SW, That Point Known As The Seward Airport, and will be part of the Airport Improve Project to create a new ROW for Runway 16/34, which will be shifted, lengthened, and raised above the 100-year flood level.

The Seward Airport has needed to make improvements for some time now that will substantially reduce the damage the airport is experiencing from recurrent flooding, and to meet FAA design standards based on current aircraft utilizing the airport and forecasted aviation needs.

Currently, the runway lighting is old and needs replacement. Much of the pavement needs rehabilitation or replacement. Testing has revealed a weakened embankment under the pavement of Runway 13/31, necessitating a restriction of allowable aircraft weights to those under 12,500 pounds. Improvement of aging and deteriorating airport facilities is another major goal of this project.

The river delta adjacent to the airport has been rising relative to airport elevations, increasing the frequency and severity of overtopping floods. The main runway is now too low and in the direct path of the river, which has been repeatedly damaging it during high water events. Overtopping events were initially limited to the fall but have been occurring June through November in recent years, making maintaining the runway increasingly difficult. In response to multiple flood events during of the summer of 2013, DOT&PF constructed an emergency dike that is providing some temporary relief.

The most recent revision of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) has now established a regulatory floodway across the existing main runway (RW 13/31) of the airport. By federal regulation, allowable construction is extremely limited in a regulatory floodway. DOT&PF completed a hydrologic study to help identify and evaluate feasible alternatives.

RW 13/31 is adjacent to the Resurrection River which has flooded it and Taxiway A repeatedly in recent years, periodically closing the runway and causing ongoing repair expenses. To address this problem, this project will shift, lengthen, and raise the current crosswind runway (RW 16/34) above the 100-year flood level. Some taxiways will be raised to meet the new runway elevation while others will be removed in accordance with current FAA guidance. New runway and taxiway lighting will be installed. The river side of the raised runway will receive rip rap armoring to protect it during flood events. The aprons will be repaved, and new navigation aids will be installed. RW 13/31 and Taxiway A will be closed, but the runway embankment will be left in place as additional protection against future flood events.

Three alternatives were evaluated during the scoping and environmental process. The current project scope corresponds to Alternative 2.2 in the approved Environmental Assessment. Alternative 2.2 had the most advantages and least number of disadvantages.

In accordance with Borough requirements, the City must review and comment on a plat before submittal to the Borough for approval.

SUBDIVISION REVIEW:

Zoning: The property is zoned Industrial (I).

Size: The amount of land to be acquired is, 38.224 acres from parcel 1, 1.986 acres from parcel 4, and 25.395 acres from parcel 5.

Utilities: There are no utilities on these parcels.

Existing Use: The three parcels currently do not have any development.

Access: These parcels will not have vehicular access, but will only provide an extended Right of Way for the airport to shift, lengthen, and raise Runway 16/34.

Flood Zone: The lots are within an AE Flood Zone.

<u>CONSISTENCY CHECKLIST:</u>		Yes	No	N/A
1.	Comprehensive Plan (2030, approved by Council 2017):	X		
	<i>Vol 1 Ch 2.2.12.5 – Air Traffic</i>			
	<ul style="list-style-type: none"> <i>“Support the State’s airport improvement plan”</i> 			
	<i>Vol 1 Ch 3.1.1.2 – Update and expand infrastructure for commercial and industrial properties that are currently underdeveloped</i>			
	<ul style="list-style-type: none"> <i>“Support and improve airport.”</i> 			
	<i>Vol 1 Ch 3.4.3 – Improve the usability of the state-owned airport</i>			

	<ul style="list-style-type: none"> • <i>“Encourage the State to: <ul style="list-style-type: none"> ◦ Complete and implement a flood mitigation project to protect the runways from flooding” </i> 			
2.	Strategic Plan (1999): Improve the state Airport <ul style="list-style-type: none"> • “Develop a flood mitigation project to protect the runway from flooding” (page 16). 	X		

Staff Comments:

Department	Comments	No Comment	N/A
Building Department		X	
Fire Department		X	
*Public Works Department	*I’m concerned about the hazard easement / clear zone off of the Dieckgraeff Road may conflict with the City’s Snow Dump site		
Harbor Department		X	
Police Department		X	
Electric Department		X	
Telecommunications			X

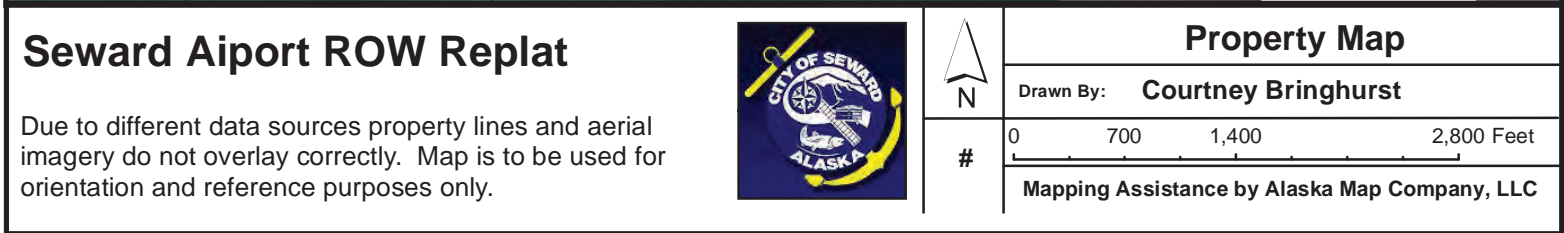
*This Aviation and Hazard Easement already exists and is not part of the changes proposed in this preliminary plat. The parcels being acquired will not conflict with the City’s Snow Dump site.

Public Comment:

Lease holders within three hundred (300) feet of the proposed platting action were notified of the public hearing. Public notice signs were posted on the property and all other public hearing requirements of Seward City Code §15.01.040 were complied with.

At the time of this publication the Community Development Department has received no public inquiries. If any correspondence is received after publication of this agenda statement, it will be presented as a lay down item at the Commission meeting.

RECOMMENDATION: Commission approve Resolution 2021-014, recommending that, in accordance with Seward City Code Section 16.01.015 (B), the City Council approve the preliminary ROW acquisition plat with amendments for the Seward Airport improvements on various Legals located in Sec 2 & 3, T1S, R1W and Sec 34 & 35, T1N, R1W, Seward Meridian SW, that point known as the Seward Airport.





THE STATE
of ALASKA

GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and
Public Facilities

DESIGN & ENGINEERING SERVICES
Right of Way Engineering

PO Box 196900
Anchorage, AK 99519-6900
Phone Number: 907 269 0700
Toll Free: 800 770 5263
TDD: 907 269 0473
TTY: 800 770 8973
Fax Number: 907 269 0489
Web Site: dot.alaska.gov

March 31, 2021

Jackie C. Wilde, Community Development Director
City of Seward Alaska
238 Fifth Avenue
Seward, Alaska 99664

In Re: Preliminary ROW Acquisition Plat for the Seward Airport Improvements \ Z548570000

Dear Ms. Wilde

Find attached a submittal for Preliminary Right-of-Way Acquisition Plat approval. One full-size and seven half-size Right-of-Way plans for the project are included. A check in the amount of \$75.00 to cover the plat processing fee is also included. Plat application has also been made to the Kenai Peninsula Borough.

The project website can be accessed at:
<http://www.dot.alaska.gov/creg/sewardairport/index.shtml>

If you have any questions please don't hesitate to call me at (907) 269-0713 or toll free at 1-800-770-5263.

Respectfully,

P. Louise Hooyer, PLS, CFedS, SR/WA
ROW Engineering Supervisor
Central Region Right-of-Way

Attachments: 1 Full-size Right-of-Way plan set
7 Half-size Right-of-Way plans
Check for Plat submittal

cc: Joy Vaughn, PE, Project Manager
James Sowerwine, Project Coordination Supervisor
Randy Vanderwood, PE, Right-of-Way Chief, Central Region Right-of-Way
W:\Projects\Airports\Active_Airport_Projects\S\54857-SewardAirport\Admin\Platting\Preliminary Plat Approval Request to City of Seward.doc

City of Seward

APR 12 2021

Community Development

"Keep Alaska Moving through service and infrastructure."



Planning Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2200 • (907) 714-2378 Fax

PRELIMINARY PLAT SUBMITTAL FORM

☒ PRELIMINARY PLAT ☐ REVISED PRELIMINARY PLAT (no fee required)

☐ PHASED PRELIMINARY PLAT ☐ PRELIMINARY PLAT FOR PRIVATE STREETS / GATED SUBDIVISION

— all requirements of chapter 20, excluding 20.30.210 and 20.50 apply and must be met.

SUBDIVISION PLAT NAME: must be a unique name, contact staff for assistance if needed.

Right of Way Acquisition Plat for Seward Airport Improvements

PROPERTY INFORMATION:

legal description	various legals located with portions of:		
Section, Township, Range	Sec 2 & 3, T1S, R1W and Sec 24 & 35, T1N, R1W, SM		
General area description	Seward Airport		
City (if applicable)	Seward	Total Acreage	

SURVEYOR

Company:	AK DOT&PF	Contact Person:	Louise Hooyer,
Mailing Address:	4111 Aviation Ave	City, State, Zip	Anchorage, AK 99502
Phone:	907-269-0713	e-mail:	louise.hooyer@alaska.gov

PROPOSED WASTEWATER AND WATER SUPPLY

WASTEWATER ☐ on site ☒ City ☐ community

WATER ☐ on site ☒ City ☐ community

SUBMITTAL REQUIREMENTS

A preliminary plat application will be scheduled for the next available plat committee meeting after a complete application has been received.

- ☐ 1 – full size paper copy
- ☐ 7 – reduced sized drawing (11 x 17)
- ☐ preliminary plat **NON-REFUNDABLE** submittal fee \$400
- ☐ City Planning Commission minutes when located within city limits or Bridge Creek Watershed District
- ☐ certificate to plat for ALL parcels included in the subdivision
- ☐ documentation showing proof of signatory authority (partnerships, corporations, estates, trusts, etc.)
- ☐ ALL requirements of KPB 20.25.070 (see page 2 for checklist) and KPB 20.25.080

EXCEPTIONS REQUESTED TO PLATTING CODE: A letter, to be presented to the commission, with substantial evidence justifying the requested exception and fully stating the grounds for the exception request, and the facts relied upon, MUST be attached to this submittal.

1. _____ 2. _____ 3. _____

APPLICANT: SIGNATURES OF ALL LEGAL PROPERTY OWNERS ARE REQUIRED. Additional signature sheets can be attached. When signing on behalf of another individual, estate, corporation, LLC, partnership, etc., documentation is required to show authority of the individual(s) signing. Contact KPB staff for clarification if needed.

OWNER(s)

Name (printed):	Signature:
Phone:	e-mail:
Name (printed):	Signature:
Phone:	e-mail:
Name (printed):	Signature:
Phone:	e-mail:

FOR OFFICE USE ONLY

RECEIVED BY _____

DATE SUBMITTED _____

KPB FILE # _____

City of Seward

APR 12 2021

Community Development

Hooyer, Patricia (DOT)

From: Andy Bacon <abacon@cityofseward.net>
Sent: Wednesday, February 24, 2021 11:59 AM
To: Hooyer, Patricia (DOT); Jackie Wilde
Subject: RE: Seward Airport Right of Way Acquisition Preliminary Plat approval

Hi Louise,

The City charges a \$75 plat review fee. Please use the Borough application form to accompany your preliminary plat submittal: https://www.kpb.us/images/KPB/PLN/Plan_Comm/Forms/application_preliminary_plat.pdf

Please let one of us know if you have any other questions, and we look forward to receiving the application

Andy Bacon
Planning Assistant

From: Hooyer, Patricia (DOT) <louise.hooyer@alaska.gov>
Sent: Wednesday, February 24, 2021 11:49 AM
To: Jackie Wilde <jwilde@cityofseward.net>
Cc: Andy Bacon <abacon@cityofseward.net>
Subject: Seward Airport Right of Way Acquisition Preliminary Plat approval

External Email: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jackie:

DOT will be submitting a preliminary plat, for the Seward Airport, to the City in a few weeks before we submit to the Kenai Peninsula Borough. I am wondering if there are any platting fees attached to that submittal?
Thank you for your response.

*Louise Hooyer, PLS, CFedS, SR/WA
SOA CR DOT&PF Right of Way Engineering Supervisor
907-269-0713
4111 Aviation Ave
Anchorage, AK 99502*

 Please consider the environment before printing this e-mail.

City of Seward

APR 13 2021

Community Development

HORIZONTAL CONTROL STATEMENT

Coordinates Station
The coordinates are based entirely within the "SEW" Coordinate System, a local surface grid coordinate system expressed in U.S. Survey Feet developed by the Alaska Department of Transportation.

Basis of Coordinates:
The coordinates are the coordinates for Point 1, the datum point on a 916" stainless steel
dowel monument located at the north end of Runway 1301 as filed on the Seward Airport
Survey Control Diagram signed 4-1-2011 and recorded as plat 101-1-8 in the Seward Recording
District. Said station has "SEW" coordinates of 273266.2514 N, 105461.6162 E, U.S. Survey Feet.
(NA03 Alaska State Plane Zone 4 Coordinates: 2241601.7781 N, 174569.4650 E, U.S. Survey
(NA03) (2011) Geographic position: 60°08'07.04851" N, 149°25'16.9534" W).

Horizontal coordinates were determined by a high precision static GPS control survey then scaled
and translated into the local "SEW" coordinate system.

Basis of Bearings:
The Basis of Bearings is the NA03 Alaska State Plane Zone 4 grid coordinate system.

Translation Diagrams:
To convert the local "SEW" coordinates to NAD83(2011) State Plane coordinates expressed in U.S.
Survey Feet translate by using +19687.21, 705278 N, U.S. Survey Feet +164093.755702 E, U.S.
Survey Feet and scale using 0.999991169.

NOTES:

- Field work for this survey was performed by PGC Engineers in December 2017 and May 2019.
- Points 1, 2 and 3 (formerly PAC SA-1, PAC SA-2 and PAC SA-3) are not published within the
National Geographic NGS Survey Database and are not recognized as official PACS and SACS.
Additional NGS guidance surveying measurements and data processing would be necessary to
publish these monuments.
- All coordinates and dimensions are shown in U.S. Survey Feet. The U.S. Foot to meter
conversion factor is 1.2003937.
- Unimproved background property information outside the proposed and existing airport
boundary is shown for reference only and does not reflect surveyed property lines.
Information System and does not reflect surveyed property lines.
- See the Survey Control Diagram for this project, recorded as Plat 2016-8, Seward Recording
District (S.R.D.) for additional survey information.

LEGEND

GPS Control Station

Sheet Line

Airport Boundary Line

U.S. Survey Line

Lot/Tract/Parcel Line

Point Number

Record Data, Seward Airport Property Plan

Record Data, Alaska Tideland Survey 174

Record Data, U.S. Survey 9000

Fee Acquisition Parcel

Aviation and Hazard Easement/
Clear Zone Easement

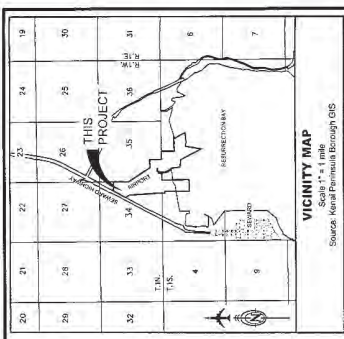
Fee Title

Lease or Permit

Interagency Land Management Transfer (ILMT)

HORIZONTAL AND VERTICAL CONTROL

POINT	STATION	OFFSET	LOCAL COORDINATES			DESCRIPTION
			NORTHING	EASTING	VERTICAL	
1	RW 1545.58	119.74 BT	273,266.2514	105,461.6162	105.461.6162	F4 BOSSRODIAK DOTI PAC SA-1
2	RW 1234.2617	7.08 LT	270,571.0364	106,865.026	106.865.026	F4 BOSSRODIAK DOTI PAC SA-2
3	RW 1174.5123	652.02 LT	271,204.3133	106,563.2516	106.563.2516	F4 BOSSRODIAK DOTI PAC SA-3



Right-of-Way Acquisition Plat Approval
This plat was approved by the Kenai Peninsula Borough planning commission in
accordance with MPR 20.10.010 at the meeting of _____

Borough Official _____
Date _____



T.N. R.W. SEC 24 & 35
T.16 R.W. SEC 2 & 3



PRELIMINARY

Seward Recording District
Seward, Alaska

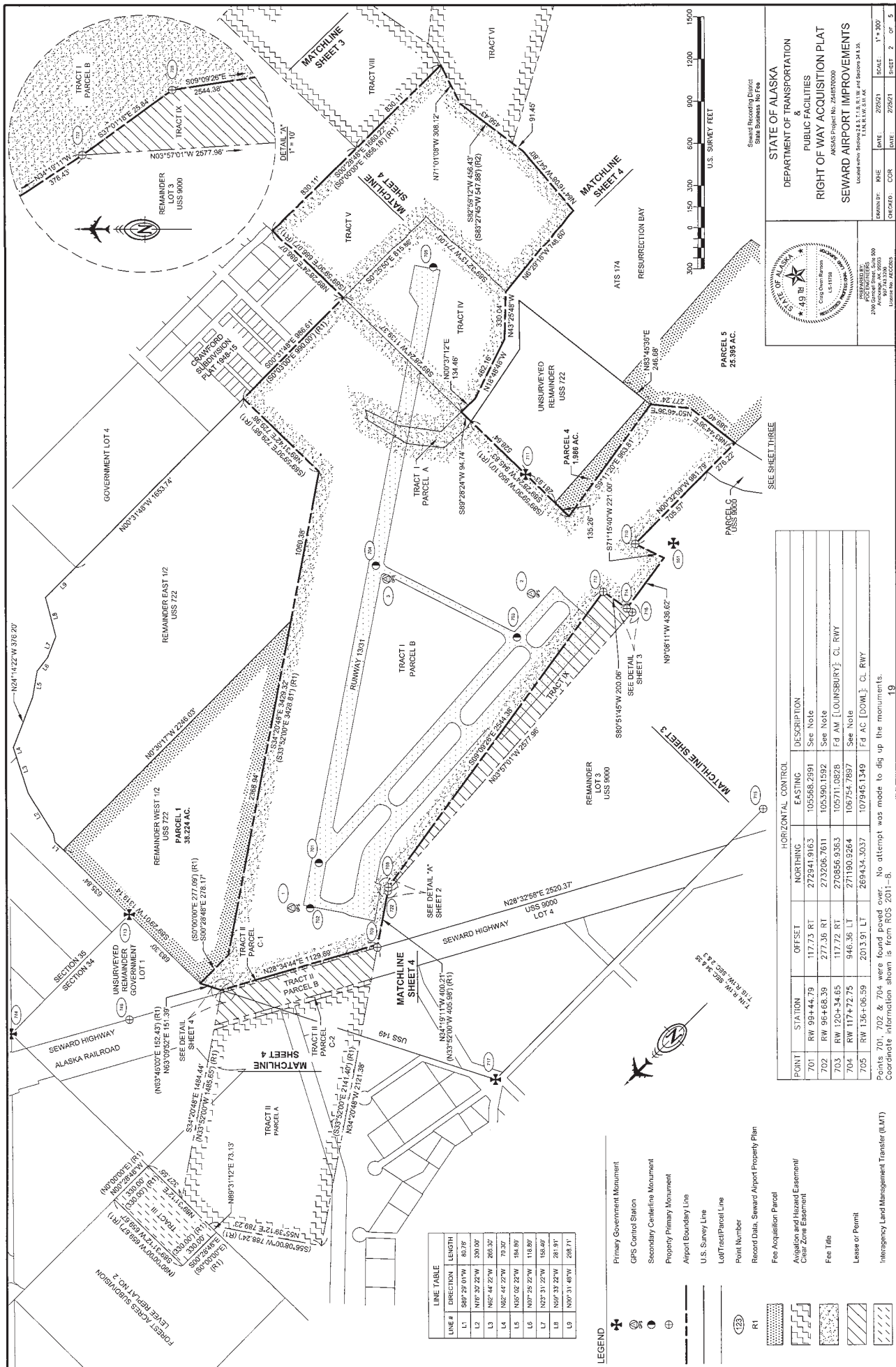
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY ACQUISITION PLAT
AKSAS Project No. 254870000
SEWARD AIRPORT IMPROVEMENTS
Locate within Section 24 & 35, T.16 N., R.16 W., S.4 E., S.4 E.



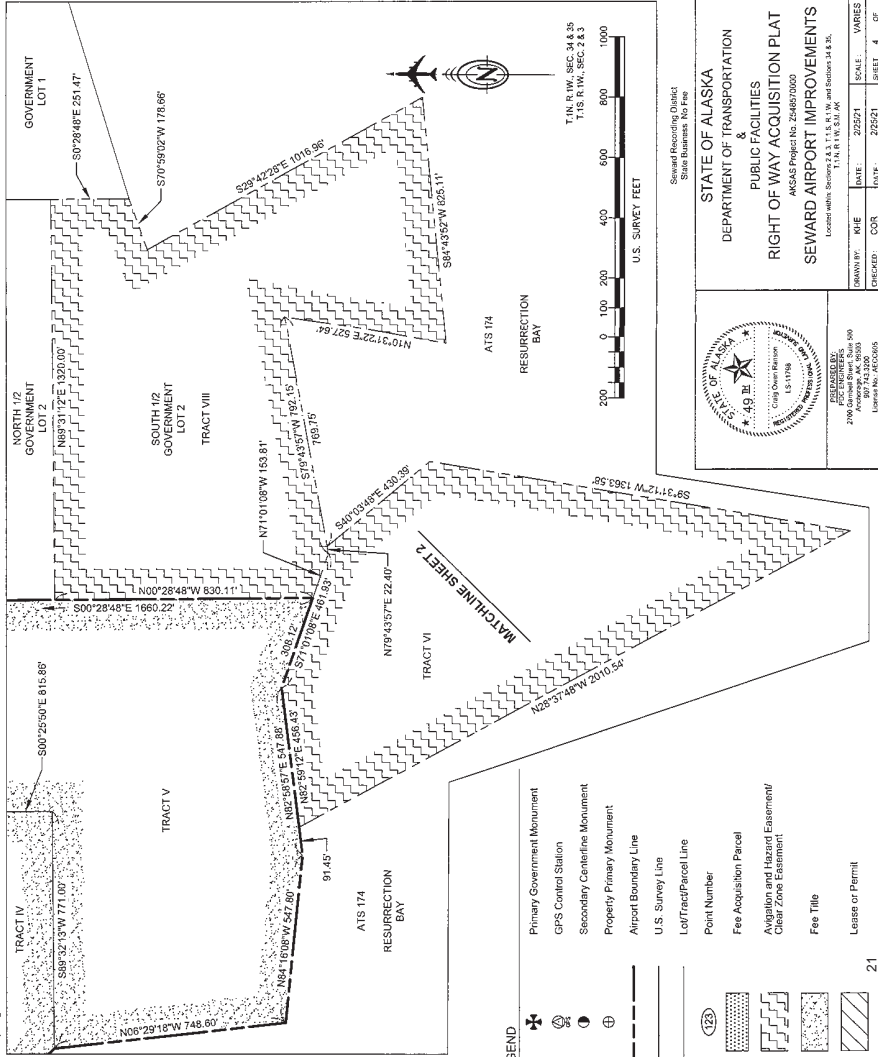
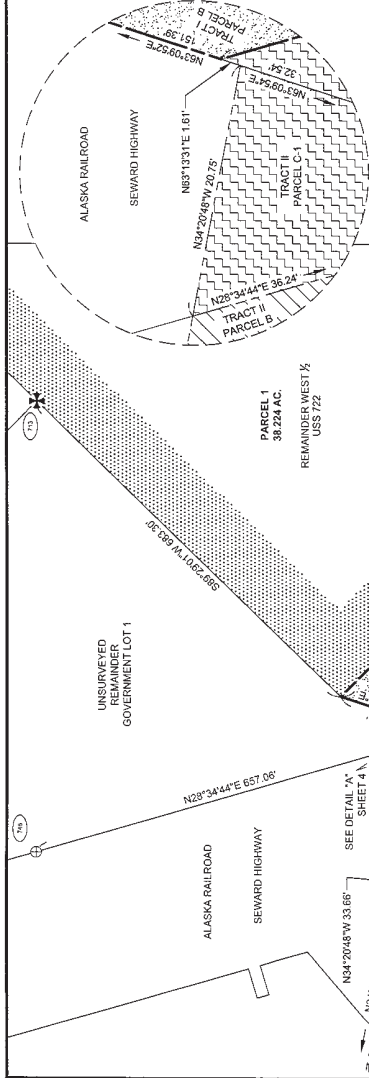
DRAWN BY: KHE DATE: 2/25/21 SCALE: 1" = 500'
CHECKED: COR DATE: 2/25/21 SHEET: 1 OF 5

Surveyor's Certificate
I hereby certify that I am properly Registered and Licensed to practice Land Surveying in the State of
Alaska, and that the drawing represents a survey made by me or under my direct supervision, and
details are correct to the extent shown herein.

Craig Owen Hanson U.S. 11788 Date _____



HORIZONTAL CONTROL AND RECOVERED MONUMENTS				
POINT	STATION	OFFSET	NORTHING	EASTING
1	RW 95+85.38	175.74 RT	273296.2514	105481.8761
2	RW 121+29.77	7.08 LT	270571.0384	105855.7576
3	RW 117+51.23	828.02 LT	271204.3133	105635.2516
551	RW 137+39.95	500.60 RT	269628.2965	105411.4464
708	RW 101+32.39	590.16 RT	272722.4768	105109.7890
709	RW 97+64.67	806.24 RT	273074.5737	104869.0920
710	RW 130+62.99	34.55 RT	269818.2372	105594.9496
711	RW 129+31.72	581.43 LT	270009.7332	105469.8914
712	RW 126+66.33	358.02 RT	270210.3135	105514.5046
713	RW 88+13.12	632.68 LT	274122.2039	106239.6334
714	RW 126+84.53	557.25 RT	270178.5460	105316.9804
715	RW 122+42.47	2182.44 RT	270508.5390	103665.1939
716	RW 126+88.70	602.80 RT	270171.2798	103271.8236
717	RW 96+08.08	2025.64 RT	273147.4854	103611.8446
744	---	---	275291.1482	106227.6396
746	---	---	274641.1106	105722.4456



LEGEND

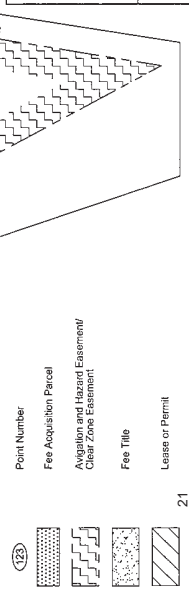
- Primary Government Monument
- GPS Control Station
- Secondary Centerline Monument
- Property Primary Monument
- Airport Boundary Line
- U.S. Survey Line
- Lot/Tract/Parcel Line
- Point Number
- Fee Acquisition Parcel
- Aviation and Hazard Easement/
- Clear Zone Easement
- Fee Title
- Lease or Permit

21

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
RIGHT OF WAY ACQUISITION PLAT
SEWARD AIRPORT IMPROVEMENTS
 AKSAS Project No. 254807000
 Located within Sections 2 & 3, T.15, R.1W, and Sections 14 & 15, T.15, R.1W, S.3W, PM

DESIGNER:
 JOT ENGINEERS
 2900 Airport Blvd., Suite 300
 Anchorage, AK 99503
 Phone: 907.561.1111
 License No. 4800006

DRAWN BY: KHE
CHECKED: COR
DATE: 2/25/21
SCALE: 255/21
SHEET: 4 OF 5



SEWARD AIRPORT BOUNDARY NOTES

The following resources were used in the preparation of this plat:

1. Seward Airport Property Plan, dated May 14, 1969 and revised October 24, 1970.
2. U.S. Survey 149, filed April 3rd, 1908
3. U.S. Survey 722, approved April 3rd, 1908
4. Alaska Tideland Survey 174, revised May 9th, 1968
5. U.S. Survey 9000, filed September 20th, 1983
6. The Record of Survey Survey Control Diagram, recorded as Plat 2009-3 in the Seward Recording District.

BOUNDARY NOTES

1. The exterior airport boundary lines were determined by PDC Inc. Engineers and depict the land use needs of the Seward Airport.
2. The Parcel 1 boundary lines are defined by the Seward Airport property plan and the limits of U.S. Survey 722.
3. Parcel 4 boundary lines are defined by the Seward Airport property plan and Alaska Tideland Survey 174. Parcel 4 lies within the remainder of Lot 3, U.S. Survey 722
4. Parcel 5 lies within Alaska Tideland Survey 174.

PROPERTY STATUS

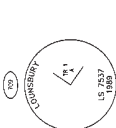
ID #	LARGER TRACT AREA	NET TAKE	REMAINDER	INTEREST	GRANTOR	GRANTEE	DATE ACQUIRED	RECORDED DOC NO.	ACQUIRED AIP NO.
TRACT I A	1,723 AC.	-	-	PATENT FOR AIRPORT PURPOSES	CITY OF SEWARD, ALASKA	STATE OF ALASKA, DOWRY	09-01-1955	BK 277 PG. 19	FAAP 5-50-003-101
TRACT I B	185,897 AC.	-	-	DEFAULT JUDGMENT CORRECTING CLERICAL MISTAKE	SUPERIOR COURT, STATE OF ALASKA	STATE OF ALASKA	09-05-1964	BK 377 PG. 12	FAAP 5-50-003-5602
TRACT II A	28,554 AC.	-	-	JUDGMENT FOR CLERICAL MISTAKE	SUPERIOR COURT, STATE OF ALASKA	STATE OF ALASKA	09-28-1967	C.I. 03 PG. 40	-
TRACT II B	6,675 AC.	-	-	CLEAR ZONE EASEMENT	VETERANS HOSPITAL, STATE OF ALASKA	STATE OF ALASKA	09-01-1963	BK 45 PG. 183	-
TRACT II C	5,171 AC.	-	-	CLEAR ZONE EASEMENT	MISSIONS OF THE METHODIST CHURCH	STATE OF ALASKA, DOWRY	09-27-1963	BK 35 PG. 192	FAAP 5-50-003-5602
TRACT I C-1	9,992 AC.	-	-	AIRSPACE PERMIT	ALASKA RAILROAD CORPORATION	STATE OF ALASKA, DOWRY	09-28-1961	BK 41 PG. 157	ANAS 58158
TRACT I C-2	2,778 AC.	-	-	CLEAR ZONE EASEMENT	STATE OF ALASKA, DOWRY	STATE OF ALASKA, DOWRY	09-01-1963	JAMA 10353	FAAP 5-50-003-5602
TRACT IV	18,125 AC.	-	-	INTERAGENCY LAND MANAGEMENT TRANSFER	STATE OF ALASKA, DNR	STATE OF ALASKA, DOWRY	09-01-1963	BK 19 PG. 759	FAAP 5-50-003-5603
TRACT V	38,111 AC.	-	-	FREE SIMPLE - WARRANTY DEED	RESHMAN E. AND WINIFRED L. LERER	STATE OF ALASKA, DOWRY	09-15-1965	BK 370 PG. 74	FAAP 5-50-003-5603
TRACT VI	23,296 AC.	-	-	DEED - WARRANTY DEED	DAVID W. CARLSON	STATE OF ALASKA, DOWRY	09-01-1967	BK 44 PG. 150	FAAP 5-50-003-5603
TRACT VII	7,603 AC.	-	-	DEED - WARRANTY DEED	CITY OF SEWARD, ALASKA	STATE OF ALASKA, DOWRY	09-15-1970	BK 48 PG. 374	FAAP 5-50-003-5603
TRACT VIII	38,224 AC.	-	-	35 YEAR PUBLIC AIRPORT LEASE - EXPIRES 2010/08	HERMAN E. AND WINIFRED L. LERER	STATE OF ALASKA, DOWRY	09-01-1961	BK 61 PG. 937	ANAS 58158
PARCEL 1	-	-	-	TO BE ACQUIRED	ALASKA RAILROAD CORPORATION	STATE OF ALASKA, DOWRY	-	-	-
PARCEL 2	-	-	-	TO BE ACQUIRED	CIVIL AIR PATROL	STATE OF ALASKA, DOWRY	-	-	-
PARCEL 3	30,139 AC.	1,596 AC.	18,502 AC.	TO BE ACQUIRED	LERER FAMILY LIMITED PARTNERSHIP	STATE OF ALASKA, DOWRY	-	-	-
PARCEL 4	20,139 AC.	1,596 AC.	18,502 AC.	TO BE ACQUIRED	CITY OF SEWARD	STATE OF ALASKA, DOWRY	-	-	-
PARCEL 5	LARGE	25,396 AC.	LARGE	TO BE ACQUIRED	CITY OF SEWARD	STATE OF ALASKA, DOWRY	-	-	-

DOTAP - DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

DOH - DEPARTMENT OF HIGHWAYS

DOA - DEPARTMENT OF AERONAUTICS

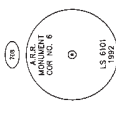
DNR - DEPARTMENT OF NATURAL RESOURCES



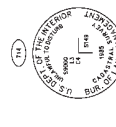
FOUND 3 1/4" ALUMINUM CAP
ON DRIVE ROD
GOOD CONDITION



FOUND 3 1/4" ALUMINUM PRIMARY
MONUMENT FLUSH WITH GROUND
GOOD CONDITION



FOUND 3 1/4" ALUMINUM
PRIMARY MONUMENT 0.25'
BELOW GROUND
GOOD CONDITION



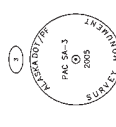
FOUND 3 1/4" ALUMINUM
PRIMARY MONUMENT 1.3'
BELOW GROUND
GOOD CONDITION



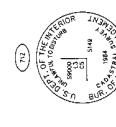
FOUND 3 1/4" BRASS CAP
ON IRON PIPE SET IN
CONCRETE MONUMENT 0.3'
ABOVE GROUND
GOOD CONDITION



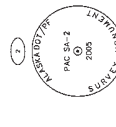
FOUND 3 1/4" BRASS CAP
FLUSH WITH DRIVE ROD
0.3' ABOVE GROUND
GOOD CONDITION



FOUND DATUM POINT AND
2 1/2" BRASS CAP ON
DRIVE ROD IN IRON PIPE
CASING - TIP OF ROD 0.1'
BELOW GROUND



FOUND 3 1/4" ALUMINUM
ON DRIVE ROD
ROD BENT 80° WEST 0.35'
BELOW GROUND - SET 8"
SPIKE AT BASE



FOUND DATUM POINT AND
1/2" BRASS CAP ON 3/16"
9/16" STAINLESS STEEL
CASING - TIP OF ROD 0.2'
ABOVE GROUND



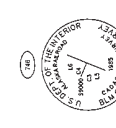
FOUND 2" BRASS CAP IN
IRON PIPE SET IN
CONCRETE MONUMENT 0.45'
BELOW GROUND
GOOD CONDITION



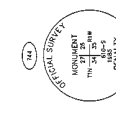
FOUND 1" IRON PIPE BROKEN
OFF AT GRADE



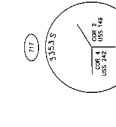
FOUND 3 1/4" ALUMINUM
PRIMARY MONUMENT 1.0'
ABOVE GROUND
GOOD CONDITION



FOUND 3 1/2" ALUMINUM
CAP ON DRIVE ROD
0.3' ABOVE GROUND
GOOD CONDITION



FOUND 3 1/2" BRASS CAP
FLUSH WITH GROUND
GOOD CONDITION



FOUND 2 1/2" BRASS CAP
ON DRIVE ROD 1.0'
BELOW GROUND
GOOD CONDITION



FOUND 3 1/4" ALUMINUM
PRIMARY MONUMENT 0.1'
ABOVE GROUND
GOOD CONDITION



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
RIGHT OF WAY ACQUISITION PLAT
SEWARD AIRPORT IMPROVEMENTS
Location within Seward: 2 S, 1 E, 1 N, 1 W, and Sections 34 & 35.

REGISTERED
ENGINEERS
2700 Alyeska Street, Suite 100
Anchorage, AK 99503
Lic. No. 1500
Lic. No. 1522268

DRAWN BY: MHE
CHECKED: COR
DATE: 2/25/21
SCALE: N/A
SHEET: 5 OF 5



Seward Airport Improvements

ADOT&PF Project Number: Z548570000

AIP No. 3-02-0259-XXX-20XX

Alaska Department of Transportation & Public Facilities

Project Need

The Main Runway (13/31) at Seward Airport is frequently overtopped by the Resurrection River, often several times a year, forcing repeated closure and repair of the Main Runway. Recurrent flooding has resulted in a weakened runway embankment, prompting the department to reduce the loading on the runway to service only light aircraft.

The frequency and severity of flooding has been steadily increasing. The river is directly adjacent to the Main Runway for over half the runway length. Floodwaters flow over the runway and threaten to cut through the runway embankment during high water.

Pavement on aprons and taxiways is old with evident ponding and cracking. The airfield lighting system is beyond its useful life and needs to be replaced.

Project Description

The purpose of this project is make improvements that protect the airport from further flood damage while upgrading the airport to current FAA standards.

Improvements include:

- Shift and lengthen Runway 16/34 to 75' x 3,300';
- Raise Runway 16/34 above the design flood elevation and provide armor protection;
- Close Runway 13/31;
- Reconstruct taxiways to meet the new runway elevation, and eliminate taxiways within the center 1/3 of the runway, per FAA guidance;

- Install new airfield edge lighting and electrical enclosure building;
- Install new airport beacon, segmented circle, and wind cones;
- Repave the existing aprons and taxiway;
- Improve airport drainage;
- Purchase property for airspace.

Funding

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) will provide funding for the project (approximately 6% and 94% respectively).

Schedule

Expected Milestones:

- Airport Layout Plan – Summer 2021
- Property acquisition – Summer/Fall 2021
- Final design – Fall 2021
- Construction – Summer 2022

Questions?

To learn more, submit questions or comments, or sign up for the project email list, please visit the project website at:

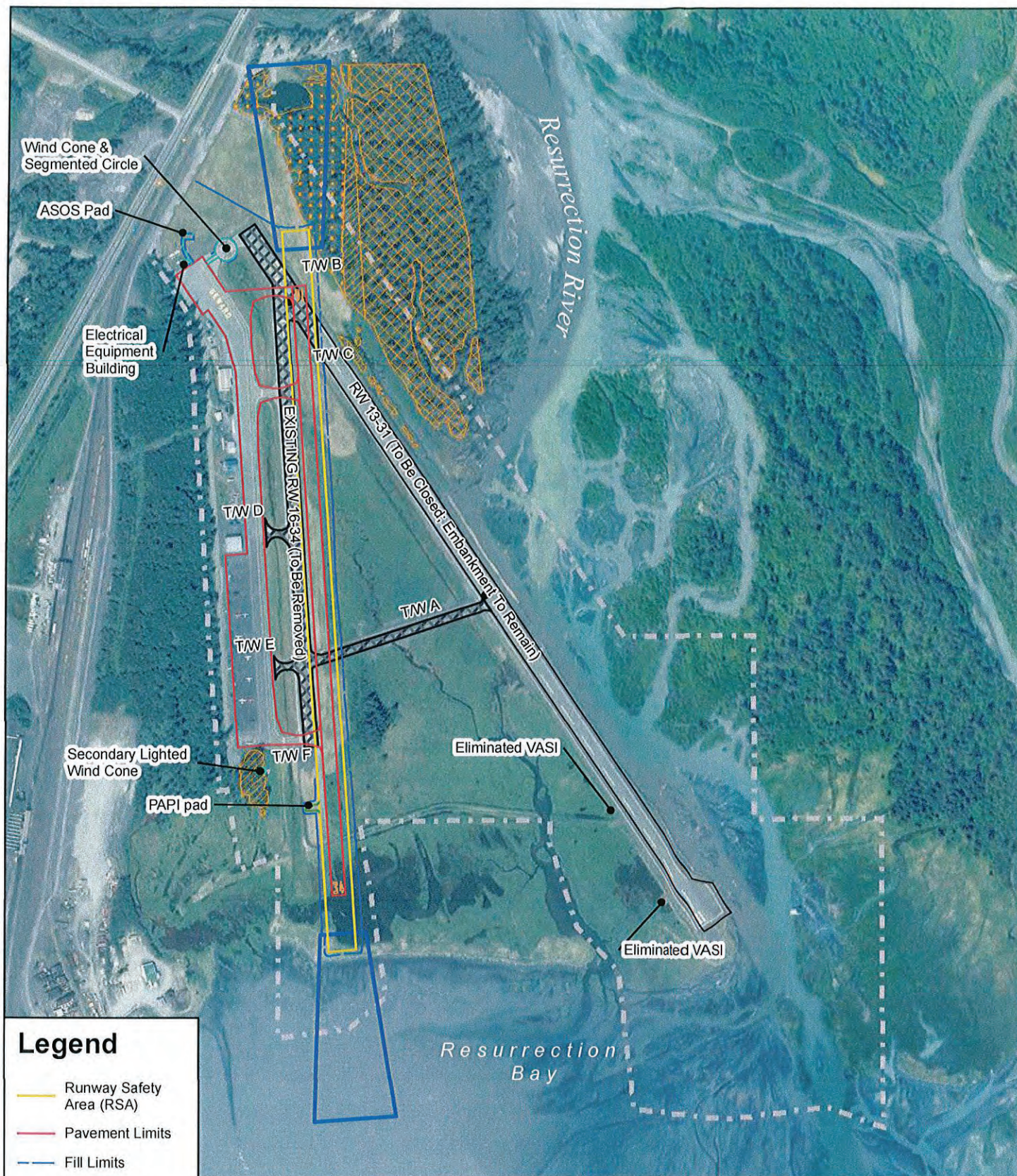
<http://dot.alaska.gov/creg/sewardairport/index.shtml>

Public Involvement Coordinator:

Robin Reich
Solstice Alaska Consulting, Inc.
Phone: (907) 929-5960
Email: solsticeak@solsticeak.com

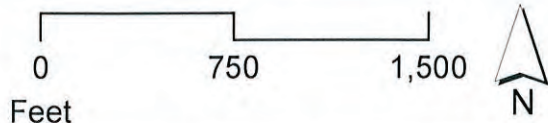
ADOT Project Manager:

Joy Vaughn, P.E.
Phone: (907) 269-0812
Email: joy.vaughn@alaska.gov



Legend

- Runway Safety Area (RSA)
- Pavement Limits
- Fill Limits
- Clearing and Grubbing
- Clearing Only
- Selective Clearing
- Taxiway/Runway Removal
- Seward Airport Boundary



Seward, Alaska

Date: 2/12/2021

Figure: 1

24

State of Alaska
Department of Transportation and Public Facilities
Central Region



Seward Airport Improvements

LAYOUT PLAN

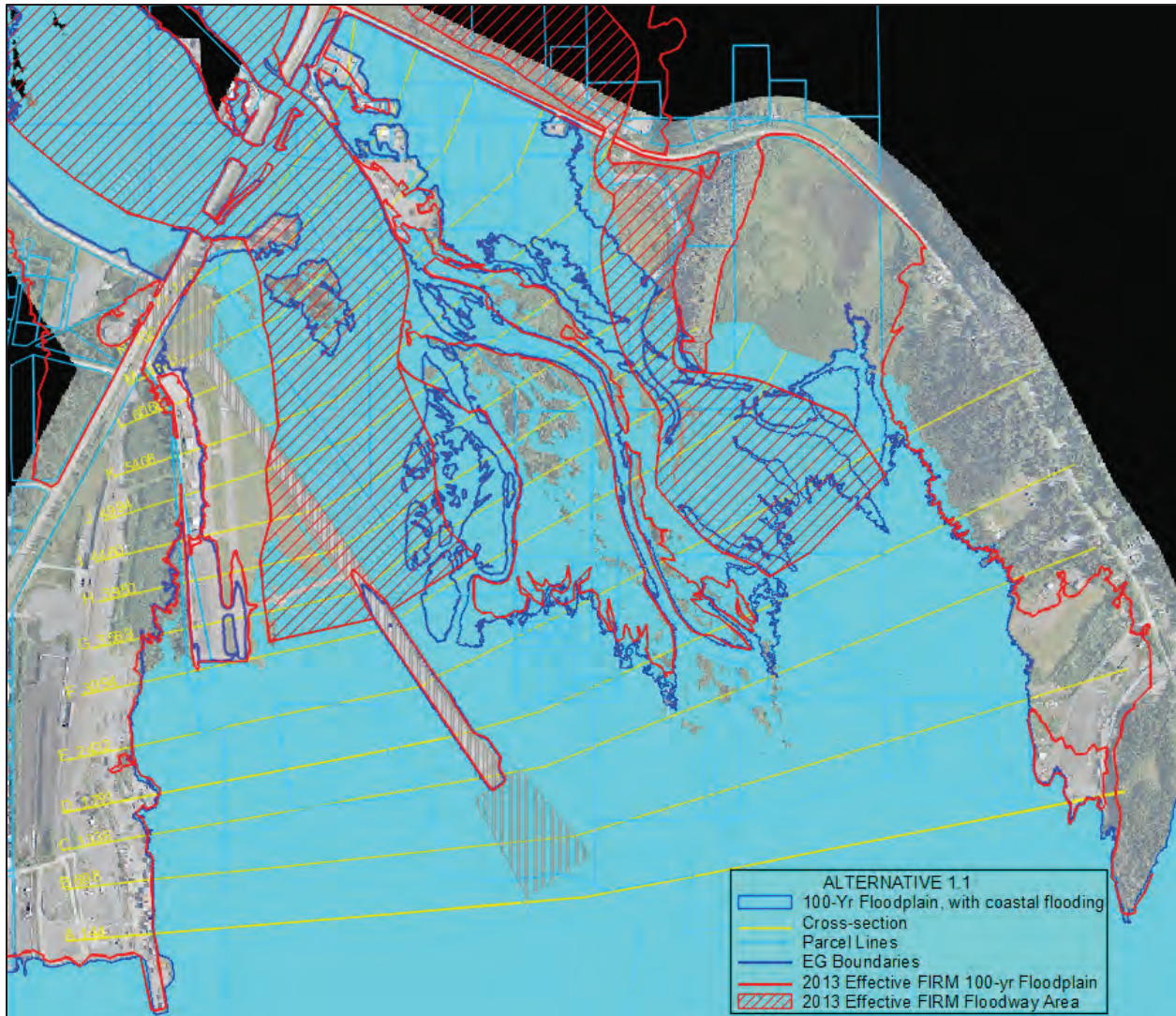


Figure 15. 100-year flood map for Alternative 1.1.

Alt 1.1-This design alternative raises the elevation of Runway 13/31 above the 100-year flood with a 2-ft freeboard. Both runways remain above the base flood elevation. The Alt 1.1 water surface elevations across the floodplain east of the runway are substantially higher than those of the EG model. Water surface elevation increases of greater than 1 foot occur from Cross-section D to Cross-section J. The maximum water surface elevation increase is 4.04 feet, and occurs at Cross-section F. The private parcels in the middle of the Resurrection River floodplain are completely inundated. At some areas of the 100-year floodplain between the Seward Highway and Resurrection Bay, the eastern limit has expanded. At Cross-sections D and E, the Alt 1.1 floodplain boundary is 70 feet to the east of the Effective FIRM floodplain (red line). At Cross-sections F and G, the Alt 1.1 floodplain boundary is 300 to 500 feet east of the EG model boundary (dark blue line). Though it is within the Salmon Creek Effective FIRM floodplain Zone AH, the Alt 1.1 water surface elevations of Cross-sections F and G are slightly higher (1-2 feet) than the FIRM base flood elevations there. At Cross-section K, the Alt 1.1 floodplain boundary is approximately 400 feet northeast of the EG model boundary, but still within the Salmon Creek Effective FIRM base flood and floodway boundary. See FIRM Panel 4544.

DOT&PF clarifications of items from public comment, the July P&Z meeting, & questions ahead of the Aug. 11th joint work session:

- 1) The proposed airport improvements will leave the embankment of the existing long runway (RW 13/34) in place. Runway pavement/asphalt, lights, and NAVAIDS (VASI's) will be removed. Grass will be planted on the existing embankment to stabilize and negate its appearance as a runway from the air.
- 2) The proposed improved RW 16/34 embankment will be built to full runway strength beyond the south end of the new runway and to the end of the embankment to facilitate eventual lengthening of the runway when FAA approved operational forecasts support federal funding. DOT has gained FAA approval to include a future, longer 4000-foot runway in federally reviewed planning documents for implementation when justified.
- 3) Taxiway A, that connects the two runways, will be removed entirely, including the embankment, and the area restored to like-natural conditions.
- 4) The only utility work included in the project is an extension to provide power to the new FAA PAPI for the new runway, not to be confused with utilities for other purposes at the airport.
- 5) Tree clearing at the north end of the new runway is required to meet FAA standards for safe approach and departure of aircraft. However, in response to public comments, we are re-evaluating and discussing with FAA if there is any possibility of reducing the amount of tree clearing required. We are also looking into whether we can reduce the amount of tree clearing south of the GA apron.
- 6) We are not filling in the pond to the north of the airport. In response to public comments, a buffer of vegetation will remain around the pond.
- 7) FEMA flood regulations preclude placing fill in a regulatory floodway. Because a regulatory floodway crosses the existing main runway (RW 13/31), the runway cannot be raised without placing fill in the regulatory floodway. The flood map from the Hydrologic and Hydraulic report is attached (see Flood Map). Hydrologic studies provided to the city and borough show that raising the main runway above flood-level could cause floodwater levels to increase by as much as four feet in places and cause the area of potential flooding to expand significantly, especially to the east of the Resurrection River, potentially threatening the property of numerous Seward area residents and organizations.
- 8) According to hydrologists because a very large amount of sediment flows down the Resurrection River, a dredged channel would not maintain itself and dredging would have to be done periodically on a continual basis. This would be an additional DOT maintenance expense, not reimbursable by the federal government. Since state transportation maintenance funds have been reduced significantly over the last few budget cycles, there is already a shortage of funds for existing maintenance commitments.
- 9) To restore strength to RW 13/31 would require reconstruction of the embankment, not merely repaving. Alternative 1.1, reconstructing the long runway (RW 13/31) to existing dimensions and raising it above flood level, would result in flood impacts to adjacent property owners, be expensive to build and would not be eligible for federal funding.
- 10) Federal money (with a state match) is available for the proposed improvements to the existing crosswind runway (RW 16/43) also known as Alternative 2.2.
- 11) The shortage of maintenance funds could prohibit the DOT&PF from frequently repairing flood damage to RW 13/31 if the project were not to proceed.

- 12) The proposed improved RW 16/34 will be of sufficient size to support fixed-wing medivac flights. If the main runway is damaged beyond repair before the proposed improvements are completed, fixed-wing medivacs may be unable to operate on the existing RW 16/34 because of its short length.
- 13) Will the airport improvements include water, sewer, electricity, and a fire hydrant? If not, is there a plan to provide these improvements in the future?
The only utility work included in the project is an extension to provide power to the new FAA PAPI for the new runway. There is not a plan to provide these utilities in the future.
- 14) Is the DOT responsible for the maintenance of the dry fire hydrant at the pond?
From our research DOT&PF did not install nor do we maintain this dry fire hydrant. From speaking with the Seward Fire Chief, his understanding is that the dry fire hydrant was installed with a State of Alaska grant that went to the City of Seward Public Works Department. Both the Fire Chief and Public Works were unclear who has maintenance responsibility and are looking into it.
- 15) If the DOT only acquires the smaller triangle of the private property of the Leirer lot, is creating access to the larger remainder required as part of the replat?
No, creating access is not required as part of the platting process.
- 16) Why hasn't DOT contacted and negotiated with the land owners already?
DOT&PF Right-of-Way doesn't contact land owners with a request to purchase or negotiate prior to having an approved appraisal in conjunction with an approved preliminary Right-of-Way Acquisition Plat. Obtaining the appraisal and the preliminary ROW Acquisition Plat is the current process we are in. Once both of those have been approved we would proceed with contacting the owner with a request to purchase and proceed with negotiations as needed. The size and location of the parcel acquisition could change based on negotiations with the owner. Any changes agreed upon with the owner would be reflected in the final ROW acquisition plat.
- 17) I'm concerned about the hazard easement / clear zone off of the Dieckgraeff Road may conflict with the City's Snow Dump site.
This Avigation and Hazard Easement already exists and is not part of the changes proposed in this preliminary plat. Since this comment is included in the meeting materials, please consider clarifying this fact for readers.
- 18) What is the Right-of-Way acquisition plat process?
Please refer to Kenai Peninsula Borough (KPB) Code of Ordinances Title 20.10.070 Right-of-way acquisition plat (see attached Code of Ordinances). In this ordinance it appears the KPB planning director has the authority to approve the final plat without conferring with the city a second time if they so choose. This is our understanding from reading the ordinance, you may want to consider clarifying the process with KPB.
- 19) There has been some confusion as to whether this is a subdivision. If it is a subdivision, then City code requires certain improvements, which is why some people have been asking whether or not the City should require the DOT to provide utility improvements to the property. My understanding, is that this is an ROW Acquisition Plat. There is no subdividing, just re-platting of the boundary of the airport. Is this correct?
This is NOT a subdivision plat, this is a Preliminary Right-of-Way acquisition plat. The land added to the airport would become State Land/Airport Property, and thus not a re-sellable parcel.
- 20) Is the ROW that is needed by the DOT on these three parcels simply a ROW for airspace, or also land? If it also is a land ROW, will there be any construction on the land?
The ROW is needed for airspace and land use. The current project does not propose any improvements be constructed on these acquisition parcels, however improvements may need to be constructed on these parcels in the future based on airport need.