

**SUBMITTED FOR REVIEW TO:
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ALASKAN REGION**

**BY THE:
CITY OF KENAI, ALASKA**



**WRITTEN RE-EVALUATION OF
AUGUST 2010 FINAL SUPPLEMENTAL
ENVIRONMENTAL ASSESSMENT
AND
FINDING OF NO SIGNIFICANT IMPACT**

**KENAI MUNICIPAL AIRPORT PROPOSED FLOAT PLANE BASIN FACILITY
IMPROVEMENT PROJECTS
KENAI MUNICIPAL AIRPORT
KENAI, ALASKA**

June 26, 2019

TABLE OF CONTENTS

1.	INTRODUCTION/SUMMARY	1
1.1.	FEDERAL ACTIONS	2
1.2.	PROJECT CHANGES.....	2
1.3.	SUMMARY OF ENVIRONMENTAL IMPACT CHANGES	2
2.	LEGAL REQUIREMENTS	2
3.	ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED REALIGNMENT	3
3.1.	Coastal Resources	3
3.2.	Compatible Land Use	3
3.3.	Fish, Wildlife, and Plants.....	4
3.4.	Socioeconomics	7
4.	PUBLIC REVIEW AND COORDINATION	7
5.	CONCLUSION.....	8

Attachment A Ultimate Airport Layout Plan from the 2018 Airport Layout Plan

Attachment B Affidavit of Ad Requesting Public Comment

1. INTRODUCTION/SUMMARY

The Federal Aviation Administration (FAA) completed an Environmental Assessment (EA) and approved of a Finding of No Significant Impact (FONSI) in 2006 for a series of projects collectively referred to as the 2006-2008 Kenai Municipal Airport Improvement Program (FAA AIP Project 03-02-0142-3002). Improvements to the float plane basin facility and water Runway 1W-19W were included among those projects. After the EA was completed, it was determined that additional float plane basins were needed and a Supplemental EA/FONSI was completed in 2010 to cover float plane basin projects. The purpose and need of the proposed actions are the same as in the 2006 EA/FONSI to meet existing demand, meet the demand of projected operations, and to enhance safety. This document is a written re-evaluation of the 2010 Supplemental EA/FONSI.

The float plane projects include the following:

- Project One
 - Construct paved Taxiways S and T and develop lease lots on the east side of the float plane water taxiway.
 - Realign and construct perimeter/security fencing and gates.
 - Realign Fourth Avenue into the Airport with electric, phone, and natural gas utilities.
- Project Two
 - Construct service/maintenance roads adjacent to Taxiways U and V.
 - Excavate Revetments 1 and 2 (the revetments are numbered from south to north).
 - Develop access taxilanes and roads into new lease lots.
 - Extend electric, phone and natural gas utilities from Fourth Avenue along Float Plane Road and alongside Taxiway V to serve Revetments 1 and 2.
- Project Three
 - Construct paved Taxiways U and V from Taxiway T to serve Revetments 1 and 2 on west side of float plane water taxiway.
 - Realign and construct perimeter/security fencing and gates.
- Project Four
 - Construct Float Plane Facility Building (40 feet x 24 feet) to house pilot lounge, restrooms, taxiway lighting electrical controls, and storage and outside vehicular parking area.
- Project Five
 - Extend Taxiway V, service/maintenance road and utilities, to serve Revetments 3 and 4.
 - Construct Revetments 3 and 4.
 - Extend electric, phone and natural gas utilities to serve Revetments 3 and 4.
 - Begin extension of water and sewer utilities into Float Plane Basin area if warranted.

These projects have been identified as priorities in planning documents. The projects have not changed in design since 2010. The 2010 Supplemental EA/FONSI noted that some of these projects were recommended in the 1997 *Kenai Municipal Airport Master Plan* and the 2007 *Kenai Municipal Airport Supplemental Planning Assessment, Phase 2 Report*. The 2017 *Kenai Municipal Airport Master Plan* also recommended some of the proposed projects, including recommendations for, “space for lease lots along the west side of the float plane basin”, a new hangar space area east of the float plane basin water taxiway, additional aircraft slips with access from Float Plane Road on the west side of the float pond, and consideration of providing water and sewer utility services to the float

plane basin facility. The 2017 *Kenai Municipal Airport Master Plan* estimates an increase to about 1,300 operations by 2030 on the water runway, and also states the implementation of the Float Plane Basin Phase One Project as an objective for the goal to maintain the financial viability of the Kenai Municipal Airport.

The 2010 Supplemental EA/FONSI referenced the 2009 *Airport Layout Plan*. In 2018, a new *Airport Layout Plan* was adopted by the Kenai Municipal Airport. The updated Ultimate Airport Layout Plan from the 2018 *Airport Layout Plan* is included as an attachment.

1.1. FEDERAL ACTIONS

To ensure full compliance with the National Environmental Policy Act (NEPA), the City of Kenai requests the FAA consider this reevaluation of 2010 Supplemental EA/FONSI for the Kenai Municipal Airport Improvement Proposed Float Plane Basin Facility Improvement Projects.

1.2. PROJECT CHANGES

There are no changes to the design of the project. The Airport Layout Plan was updated in 2018 and the Airport Master Plan was updated in 2017.

1.3. SUMMARY OF ENVIRONMENTAL IMPACT CHANGES

There are no changes in the following environmental resource categories: Air Quality, Department of Transportation Act Section 4(f), Farmlands, Floodplains, Hazardous Materials, Pollution Prevention, and Solid Waste, Historical, Architectural, Archaeological, and Cultural Resources, Light Emissions and Visual Resources, Natural Resources and Energy Supply, Noise, Secondary (Induced) Impacts, Water Quality, Wetlands, Wild and Scenic Rivers, Construction Impacts, and Environmental Justice.

Alaska withdrew from the Coastal Zone Management Act National Coastal Management Program in 2011 and it no longer applies under coastal resources.

There are minor changes in the following environmental resource categories to reflect updated data: Compatible Land Use, Wildlife, and Socioeconomics. Changes to overall impacts are not expected.

The changes in environmental impacts are described in detail in Section 3.

2. LEGAL REQUIREMENTS

In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Projects*, section 9-2, this written re-evaluation shows that the proposed action conforms to plans or projects for which a prior EA/FONSI have been issued and data and analyses contained in the previous EA/FONSI are still valid with no significant new circumstances or information. Order 5050.4B states:

“A written re-evaluation is a document used to determine whether the contents of a previously prepared environmental document (i.e., a draft or final EA or EIS) remain valid or a new or supplemental environmental document is required. There is no specified format for a written re-evaluation. A written re-evaluation should be concise and the 9-17/16/15 Order 1050.1F level of analysis should be commensurate with the potential for environmental impacts of a nature or extent not evaluated in the EA or EIS.”

FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions* also discusses written re-evaluations as follows:

v. “In preparing this re-evaluation, the responsible FAA official will determine that:

(1) There are no significant new circumstances or information relevant to environmental concerns that have a bearing on the proposed action or its impacts.

(2) The EA or EIS continues to accurately describe the proposed action and that there are no substantial changes in the proposed action that have relevant environmental concerns.

(3) The EA or EIS contains data and analyses that remain substantially valid.

(4) The EA or EIS continues to support a conclusion that the current action will meet or has met the relevant conditions and requirements of FAA's approval."

3. ENVIRONMENTAL IMPACTS

The following resources were determined to have changes in environmental impacts:

3.1. Coastal Resources

Coastal Zone Management: Alaska withdrew from the Coastal Zone Management Act National Coastal Management Program on July 1, 2011. Coastal Zone Management Act federal consistency provisions are no longer applicable in Alaska.

3.2. Compatible Land Use

The City adopted the *Kenai Municipal Airport Master Plan* in 2017. The 2017 *Kenai Municipal Airport Master Plan* outlines the following Goals and Objectives consistent with float plane basin improvements and expansion:

- p. 8-30 (219) Goal: Encourage and expand on air taxi and general aviation services at the Kenai Municipal Airport.
 - Objectives:
 - Consolidate lease lots and facilities for air taxi and general aviation users operating from the floatplane basin.
 - Improve the existing water taxi lane to accommodate air taxi aircraft operations.
 - Market float plane basin facility for convenient access to the west side of Cook Inlet for fishing, hunting and sightseeing opportunities.
- p. 8-31 (220) Goal: Maintain the financial viability of the Kenai Municipal Airport.
 - Objective:
 - Implement the development of the Float Plane Basin Phase One Project.
- p. 8-32 (221) Goal: Provide airport facilities and services that maximize safety, efficiency, convenience and opportunity for use.
 - Objective:
 - Consider providing basic water and sewer utility services to the float plane basin facility.

Development of the Float Plane Basin Phase One project, as well as the establishment of small lease lots along the water taxilane recommended in the initial phase of the Capital Improvement Program will provide up to 48 lease lots.

3.3. Fish, Wildlife, and Plants

The 2010 EA/FONSI referenced a study conducted between February 2001 and 2002 by the U.S. Department of Agriculture. An updated study was conducted in 2011-2012 by the U.S. Department of Agriculture. That study reported the following observations:

- Corvids – Observed flying past the Airport. A winter roost site found in the abandoned Lowe's docking hanger, with common ravens using it on a nightly basis. Most corvid observations occurred in the southern portion of the Airport, with most numbers of birds seen during winter. Include Common Ravens, Magpies, Northwestern Crows.
- Gulls/Terns – observed flying and swimming in the float plane basin and occasionally on Runway 1L/19R. Include Herring Gulls, Mew Gulls, Glaucous-Winged Gulls, Bonaparte Gulls.
- Sandhill Cranes – Observed in the grass habitat in the infield, particularly between the float plane basin and Runway 1L/19R, mostly during summer months.
- Waterfowl (Dabblers, Divers, Geese and Swans) – Observed using the airfield and were attracted to open or temporary standing water with highest numbers in spring and fall. The float plane basin attracted the highest congregation of waterfowl. Include Ducks, Geese, Grebes, Loons.
- Raptors – Utilized short, long, and mixed grass areas around the Airport. Include Hawks, Falcons, Eagles.
- Songbirds/Sparrows – Include Sparrows, Swallows, American Robin, Jays.
- Shorebirds – Attracted to the north end of the float plane basin, particularly in summer. Include Plovers, Sandpipers, Yellowlegs, Dowitchers, Whimbrels.
- Small Mammals – None were trapped, but two traps were triggered. Include Hare, Muskrat, Porcupine.
- Large Mammals – Include Moose, Coyotes, Domestic Dogs, Bears, Caribou.

The presence of specific species recorded during the 2011-2012 Wildlife Hazards Assessment was noted in the 2017 *Kenai Municipal Airport Plan* Table 7-1, as shown below.

SPECIES OBSERVED AT KENAI MUNICIPAL AIRPORT

Wildlife Hazards Assessment 2011-2012 ¹

Common Name	Scientific Name
Corvids	
Common Raven	<i>Corvus corax</i>
Black-billed Magpie	<i>Pica pica</i>
Northwestern Crow	<i>Corvus caurinus</i>
Dabblers	
American Green-winged Teal	<i>Anas crecca</i>
American Wigeon	<i>Anas Americana</i>
Mallard	<i>Anas platyrhynchos</i>
Northern pintail	<i>Anas acuta</i>
Northern shoveler	<i>Anas clypeata</i>
Divers	
Barrows Goldeneye	<i>Bucephala islandica</i>
Bufflehead	<i>Bucephala albeola</i>
Canvasback	<i>Aythya valisineria</i>
Common Goldeneye	<i>Bucephala clangula</i>
Common Loon	<i>Gavia immer</i>
Common Merganser	<i>Mergus merganser</i>
Greater Scaup	<i>Aythya marila</i>
Horned Grebe	<i>Podiceps auritus</i>
Pacific Loon	<i>Gavia pacifica</i>
Red-breasted Merganser	<i>Mergus serrator</i>
Ring-necked Duck	<i>Aythya collaris</i>
Red-necked Grebe	<i>Podiceps grisegena</i>
Red-throated Loon	<i>Gavia stellate</i>
Geese and Swans	
Canada Goose	<i>Branta Canadensis</i>
Greater White-fronted Goose	<i>Anser albifrons</i>
Snow Goose	<i>Chen caerulescens</i>
Trumpeter Swan	<i>Cygnus buccinators</i>
Gulls and Terns	
Arctic Tern	<i>Sterna paradisaea</i>
Bonaparte Gull	<i>Larus Philadelphia</i>
Glaucous-winged Gull	<i>Larus glaucescens</i>
Herring Gull	<i>Larus argentatus</i>
Mew Gull	<i>Mew gull</i>
Mammals	
Brown Bear	<i>Ursus horribilus</i>
Caribou	<i>Rangifer granti</i>
Coyote	<i>Canis latrans</i>
Dog	<i>Canis familiaris</i>
Meadow Vole	<i>Microtus pennsylvanicus</i>
Moose	<i>Alces alces</i>

Muskrat	<i>Ondatra zibethicus</i>
Porcupine	<i>Erethizon dorsatum</i>
Red-backed Vole	<i>Myodes rutilus</i>
Snowshoe Hare	<i>Lepus americanus</i>
Raptors	
American Kestrel	<i>Falco sparverius</i>
Bald Eagle	<i>Haliaeetus leucocephalus</i>
Merlin	<i>Falco columbarius</i>
Northern Goshawk	<i>Accipiter gentilis</i>
Northern Harrier	<i>Circus cyaneus</i>
Peregrine Falcon	<i>Falco peregrinus</i>
Red-tailed Hawk	<i>Buteo jamaicensis</i>
Sandhill Cranes	
Sandhill Crane	<i>Grus Canadensis</i>
Shorebirds	
American Golden-Plover	<i>Pluvialis dominica</i>
American Pipit	<i>Anthus rubescens</i>
Dunlin	<i>Calidris alpina</i>
Greater Yellow Legs	<i>Tringa melanoleuca</i>
Short-billed Dowitcher	<i>Limnodromus griseus</i>
Semipalmated Plover	<i>Charadrius semipalmatus</i>
Spotted Sandpiper	<i>Actitis macularia</i>
Whimbrel	<i>Numenius phaeopus</i>
Songbirds	
American Robin	<i>Turdus migratorius</i>
Gray Jay	<i>Cyanocitta stelleri</i>
Savannah Sparrow	<i>Passerculus sandwichensis</i>
White-crowned Sparrow	<i>Zonotrichia leucophrys</i>
Swallows	
Bank Swallow	<i>Riparia riparia</i>
Cliff Swallow	<i>Petrochelidon pyrrhonota</i>

Source: *Wildlife Hazard Assessment, Kenai Municipal Airport*, U.S. Department of Agriculture Wildlife Services Program, March 2013, as cited in 2017 *Kenai Municipal Airport Plan*

According to the FAA Wildlife Strike Database, the Kenai Airport had 25 strikes between 1990 and July 2018. Almost all of these strikes were with birds. The Airport will continue to manage habitat to prevent strikes using procedures outlined in the 2011 *Wildlife Hazards Management Plan*, including mowing of grasses, spraying of insects that provide food for birds, containing refuse, removing aquatic vegetation and standing water, and removing perching areas.”

No Threatened or Endangered species were identified as being resident within the Airport during either the wetland functional assessment project conducted during 2004 (see discussion under “Wetlands”), or during one-year Wildlife Hazards Assessments accomplished by the U.S. Department of Agriculture during February 2001-January 2002 and October 2011-November 2012.

The 2010 EA/FONSI noted potential impacts to magpies and jay feeding within short grass upland habitats. Muskrats using the western embankment of the float plane runway may also be affected. In addition, there may be impacts to gull/terns observed in the float plane basin.

3.4. Socioeconomics

The 2010 EA/FONSI referenced U.S. Census statistics from 2000, stating residential units are found in 9 census blocks in the vicinity of the float plane for a population of 250 persons. The 2010 Census provides updated statistics. Residential units are found in 12 census blocks from Census Block Group 3 in Census Tract 6 of the Kenai Peninsula Borough for a total population in 2010 of 227 persons.

4. PUBLIC REVIEW AND COORDINATION

Updates on funding, anticipated work, and status have been shared at Airport Commission meetings. Meetings of the Kenai Airport Commission are advertised and are open to the public. The Float Plane Basin Facility Improvement Projects were an agenda item at the September 13, 2018 Airport Commission meeting, and prior updates were given to the Airport Commission about plans and environmental reviews at the float plane basin. Meeting materials were made available to the public on the City of Kenai webpage. An ad was placed in the *Peninsula Clarion* newspaper requesting public comment for a period of 30 days.

5. CONCLUSION

Based on the above analysis and updated information, there are not substantial changes in the proposed action that are relevant to environmental concerns. The data and analyses contained in the 2010 Supplemental EA/FONSI are substantially valid.

Therefore, as discussed above and in accordance with FAA Order 1050.1F, Policies and Procedures for Assessing Environmental Impacts, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions, the preparation of a new or supplemental EIS is not required.

Sponsor: Mary Bondurant Date: 6/26/19

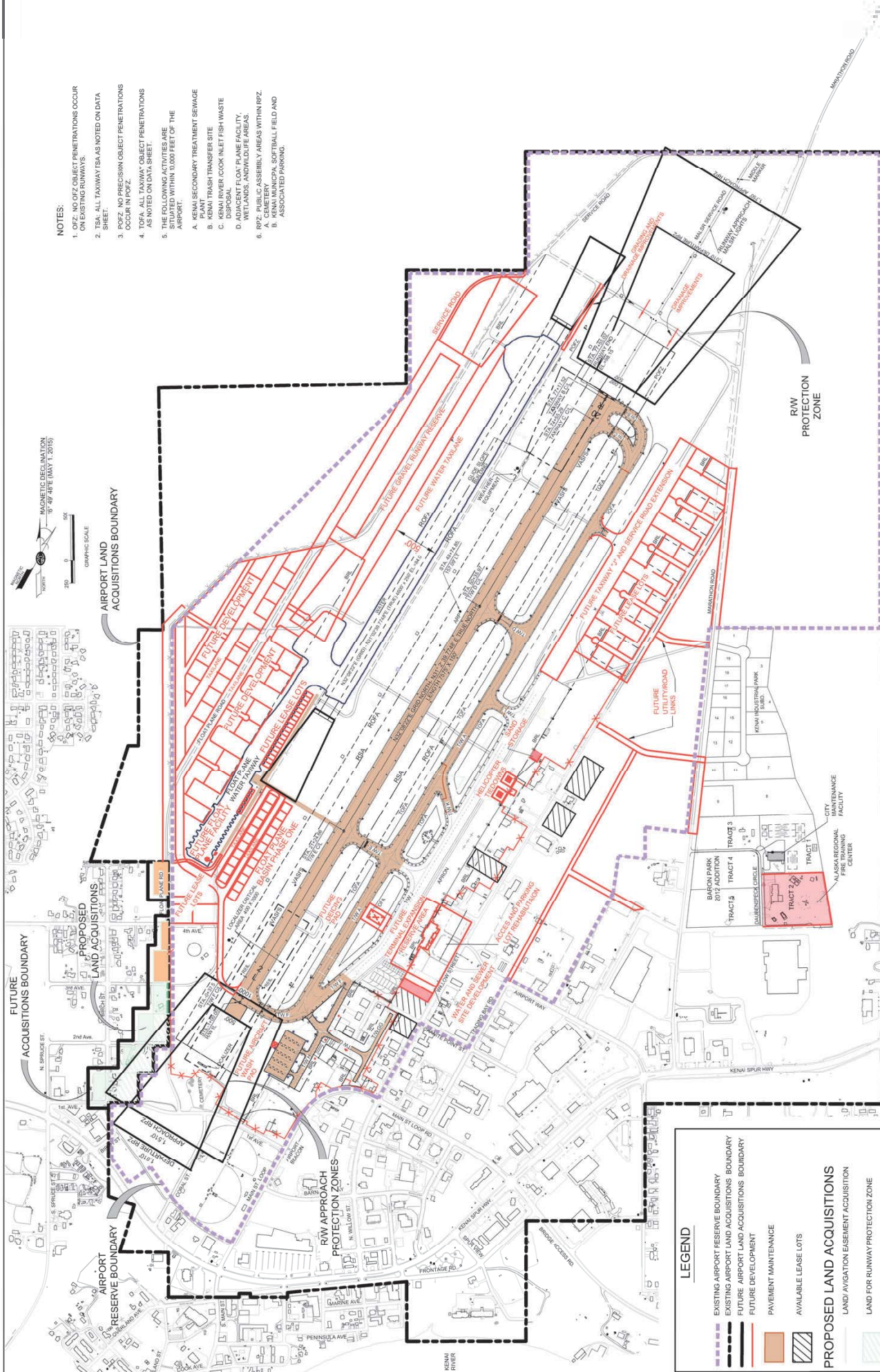
Mary Bondurant, Airport Manager
Kenai Municipal Airport
305 North Willow Street
Kenai, AK 99611

Responsible Federal Official: [Signature] Date: 7/2/2019

Kristi Warden, Director
FAA Alaska Region, Airports Division
222 West 7th Avenue, #14
Anchorage, AK 99513

ATTACHMENT A

Ultimate Airport Layout Plan from the 2018 Airport Layout Plan



- NOTES:**
1. OFZ: NO OFZ OBJECT PENETRATIONS OCCUR ON EXISTING RUNWAYS.
 2. TSA: ALL TAXIWAY TSAs NOTED ON DATA SHEET.
 3. POZ: NO PRECISION OBJECT PENETRATIONS OCCUR IN POZ.
 4. TOFA: ALL TAXIWAY OBJECT PENETRATIONS AS NOTED ON DATA SHEET.
 5. THE FOLLOWING ACTIVITIES ARE SITUATED WITHIN 1,000 FEET OF THE AIRPORT:
 - A. KENAI SECONDARY TREATMENT SEWAGE PLANT
 - B. KENAI TRASH TRANSFER SITE
 - C. KENAI SEWER COCK INLET FISH WASTE DISPOSAL
 - D. ADJACENT FLOOD PLANE FACILITY, WETLANDS, AND WILDLIFE AREAS
 6. RPZ: PUBLIC ASSEMBLY AREAS WITHIN RPZ:
 - A. KENAI CITY CENTER
 - B. KENAI MUNICIPAL SOFTBALL FIELD AND ASSOCIATED PARKING

LEGEND

- EXISTING AIRPORT RESERVE BOUNDARY
- EXISTING AIRPORT LAND ACQUISITIONS BOUNDARY
- FUTURE AIRPORT LAND ACQUISITIONS BOUNDARY
- FUTURE DEVELOPMENT
- PAVEMENT MAINTENANCE
- AVAILABLE LEASE LOTS

PROPOSED LAND ACQUISITIONS

- LAND ACQUISITION EASEMENT ACQUISITION
- LAND FOR RUNWAY PROTECTION ZONE
- LAND FOR OBSTRUCTIONS REMOVAL
- LAND FOR FUTURE AIRPORT PURPOSES

MASTER PLAN UPDATE		APPROVAL: REFER TO FINAL LETTER	
NO.	REVISIONS	DATE	APPROVED BY
		2017	WINCE-CORTHELL-BRYSON
		CITY OF KENAI	DRAWING: ULTIMATEALP
		DATE	CHECKED BY: C.M.
		DATE	DATE: Dec 19, 2017

ATTACHMENT B

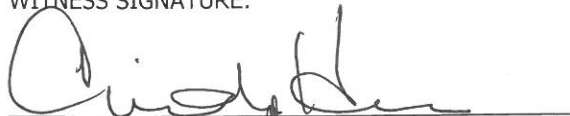
Affidavit of Ad Requesting Public Comment

Affidavit: By signing below, I certify that the **NOTICE**, a printed copy of which is attached, was published in the Peninsula Clarion, a newspaper of general circulation on the 10th day of May, 2019.



WILMA E. ANDERSON, PLANNING ASSISTANT

WITNESS SIGNATURE:



Title: Legal Assistant

Date: May 14, 2019

