

**Unalaska Bay Site Specific Plan Public Review Draft
Issue Response Summary for the Final Plan
May 2024**

Subject	Issue Summary	Response	Recommended Revision
Classifying Lands	Disagree with Wd classification for Unalaska Lake and its river (Iliuliuk Creek). It is a recreational area, the depth of the river precludes any real industrial use, and surrounding zoning prevent uses more intensive than housing.	Concur.	Remove Unalaska Lake and its river (Iliuliuk Creek) from U-02 and incorporate into U-01 designated Ha, Rd. Update the Resource Allocation Table (RAT) and plan maps.
Classifying Lands	The interface of U-01 and U-02 at the head of Captains Bay should move north to match the City's Developable Tideland zoning of parcel. The boundary is the southwestern-most tip of ATS 1432, maximizing the recreational area of the shallows and islands at the head of the bay.	Concur.	Change as recommended. Update plan maps.
Classifying Lands	Broad Bay should have an area of U-02 Waterfront Development matching the City's Developable Tideland zoning for ATS's 1449 and 1351. This is in line with current uses and intended use for a landing site for future geothermal development of Makushin Volcano, at the head of the valley.	Concur.	Change as recommended. Update the RAT and plan maps.
Classifying Lands	Opposed to further development by others around the Unalaska Airport within Unit U-02. It is recommended that DNR designate the airport and a protective buffer separately from the remainder of the Unit and reclassify/re designate	Concur in part. The purpose of the Unalaska Bay Site Specific Plan (UBSSP) is	Remove the Unalaska airport from Unit U-02 and create a new unit (U-03) with the designation Reserved Use, which converts to a classification of Reserved Use Land. Land designated reserved

	<p>the airport and buffer to a more restrictive classification/designation intended exclusively for government purposes with the express restriction to allow only DOT&PF Inter-agency Land Management Transfers and uses where DOT&PF is necessarily the lead agency for relevant decisions affecting the unit.</p>	<p>to provide guidance for how the Alaska Department of Natural Resources will manage general state uplands, tide, submerged, and shorelands within the plan boundary. The UBSSP does not authorize activities in the plan area or analyze impacts of proposed activities. Subsequent authorizations or activities are authorized through a separate adjudication process and subject to the statutory requirements for each authorization.</p>	<p>use is to be retained in state ownership. Update the RAT and management intent to reflect the resources and uses, existing management agreements, and associated authorizations. Update plan maps.</p>
Public Use	<p>Dutch Harbor and Unalaska Bay is our primary port where we navigate and anchor numerous vessels on a daily basis. Will the proposed classification affect our ability to do our state mandated job within this area?</p>	<p>The purpose of the UBSSP is to provide an inventory of existing and potential uses and resources in the plan area, to classify the land accordingly, and to provide management intent and guidelines for DNR adjudicators.</p> <p>All land use classifications are multiple use in nature.</p>	<p>No change.</p>

Land Use	The Unalaska Airport is a critical State-managed facility and interruptions to air service are detrimental to the community, both economically and demographically. The last time the airport experienced an extended interruption in air service, it spurred a chain reaction of departures of several teachers, families, businesses, and laborers.	Concur.	No change.
Land Use	DOT&PF has continuous projects in the works and a master plan to expand the airport to maintain safety, support commerce, and improve service to the community overall. In the coming years DOT&PF will install Engineered Material Arresting Systems (EMAS) on both runway ends, fortify defenses against shore erosion, and expand the runway safety areas and ramp into the shallow areas of the sea, affecting shorelines and nearby submerged lands.	Noted.	No change.
Land Use	Obstructions near the airport affect height restrictions and other hazards to air traffic and airport security. Certain uses of offshore areas near the airport increase bird and wildlife attractants that already pose dangers to aircraft and related activities. The Unalaska Airport currently has a serious problem with bird strikes, owing in part to established seafood processing and related developments occupying adjacent and nearby uplands and occurring offshore. When bird strikes occur, the crew of the aircraft has very limited options for a return for landing or an off/nearby airport emergency landing, which is further exacerbated by local terrain and	The SSP does not authorize activities in the plan area or analyze impacts of proposed activities. Adjudicators are required to consult with DOT/PF prior to issuing authorizations adjacent to the airport. Measures to mitigate potential impacts and protect the public interest would be part of the permitting and	No change.

	weather.	adjudication process for any proposed activities within the planning area.	
Land Use	This airport is already very constrained and nearby obstructions (including off-shore activities) force higher approaches for aircraft, which would normally increase the need to extend the runway. There is no additional land available at this site to extend the runway to compensate and maintain safe distances. Departure obstructions further limit aircraft takeoff weights and aircraft sizes available to serve the community, especially during inclement weather events that occur frequently in this area.	Noted.	No change.
Land Management	As long as the airport is held in State ownership/management, adjacent lands should also be held in common ownership/management. DOT&PF needs to be the primary agency to approve or reject relevant decisions affecting the airport.	The purpose of the UBSSP is to provide an inventory of existing and potential uses and resources in the plan area, to classify the land accordingly in the accompanying Land Classification Order, and to provide management intent and guidelines for ADNR adjudicators issuing authorizations on state owned land managed by the ADNR. Subsequent land management	No change.

		agreements or disposals are outside of the purview of this plan and will be adjudicated separately.	
Consultation	Stated intent to "consult with" DOT&PF is insufficient to protect safety, public needs, and the ongoing key uses of these vital lands, existing facilities.	Under existing statutes, regulations, and procedures, the Department of Natural Resources informs other groups and agencies of its intention to take a specific action and seeks their advice or assistance. It is a means of informing affected agencies about proposed authorizations and getting the benefit of their expertise as part of the adjudication process. Consultation is not intended to be binding on a decision.	Change language in the management intent regarding consultation with DOT/PF from "consult with" to "shall consult with".
Technical Revision	Third Party Interests: Please include the 901 file, ADL 234320	Concur	Update Third Party Interests to include ADL 234320.
Technical Revision	The Statewide Abatement of Impaired Land (SAIL) Section provided additional information and technical corrections regarding the Unalaska Naval Defensive Sea Area.	Change as recommended.	Update language related to the Unalaska Naval Defensive Sea Area.
Technical	The ADF&G provided additional species	Change as	Change language related to habitat,

Revision	information and technical corrections.	recommended.	marine mammals, fisheries, birds, and subsistence.
Plan Correction	"Iliuliul" should read "Iliuliuk"	Concur	Change as recommended.
Plan Correction	"Adak" should read "Amaknak"	Concur	Change as recommended.
Plan Correction	General comments on layout and using consistent language.	Concur	Change as recommended.