

# The Raven

The mission of Juneau Audubon Society is to conserve the natural ecosystems of Southeast Alaska, focusing on birds, other wildlife and their habitats for the benefit and enjoyment of current and future generations.



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Juneau Audubon Society

March 2003

## March ALMANAC

Spring begins!  
March 20,  
4 p.m.



Watch for dramatic  
mating rituals by water-  
fowl, raven, eagles



Kirsten Munson

Check our new website,  
<http://www.juneau-audubon-society.org>, and think about  
new ways we can use it for  
communication and educa-  
tion.

Plan ahead for a Celebration  
of Swans in Whitehorse the  
third week in April. The M/V  
Taku sails from Auke Bay  
3:45 p.m. Friday, April 18.  
You can sail back on the M/V  
LeConte, departing Skagway  
1:30 p.m. Sunday, April 20.  
Learn more at [http://  
www.environmentyukon.gov.yk.ca/  
viewing/shcos.shtml](http://www.environmentyukon.gov.yk.ca/viewing/shcos.shtml)

### Monthly Meeting

Thursday, March 13, 7:30 p.m.  
Dzantik'i Heeni Middle School Library

### Safari in Kenya Jim and Judy Hauck

In November, a group of Alaskans made a three-week wildlife and photog-  
raphy safari to major game parks in Kenya. Their slide presentation will  
include the lodges, safari vehicles, scenery and wildlife as well as Nairobi,  
the Kenyan countryside and a visit to a Maasai Village. The game parks  
visited include Samburu, Amboseli, Masai Mara, Mount Kenya and the  
Rift Valley including Lake Baringo and Lake Nakuru.

### New! Mid-April Sailing!

## 8th Annual Berners Bay Cruise

Saturday, April 19: 8:30 a.m.  
Saturday, May 3: 8:30 a.m. & 1:30 p.m.



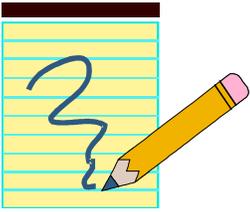
*These cruises sell out every year. Tickets are available at Hearthside Books at  
the same low price: \$28 for adults and \$5 for accompanied children under  
12. Purchase tickets early to insure your choice of sailings.*

**T**he silvery, oily eulachon that run upstream to spawn are the centerpiece of  
the spring feeding frenzy in Berners Bay. When the run begins, eager  
predators soon gather to gorge.

Nature follows its own calendar, but we've added an April sailing this year in  
anticipation of seeing more sea mammals in the bay.

When the run begins, Steller sea lions and harbor seals gather at the mouths of  
rivers and gulls increase from a few hundred birds to tens of thousands.

As the run progresses, migrating red-breasted mergansers, mallards, pintail,  
green-winged teal, shorebirds, songbirds, crows, ravens and bald eagles all gather  
for the bonanza. The significance of this rich food resource is much greater than  
its short time span might suggest. As in prior years, some of Audubon's top  
birders and biologists will be on board to help put it all into perspective.



# A Message from Audubon Alaska

Stanley E. Senner, Executive Director

## New Approach Needed for the Petroleum Reserve

In January, the federal Bureau of Land Management (BLM) released a draft environmental impact statement on proposed oil and gas leasing in the Northwest Planning Area of the National Petroleum Reserve-Alaska (the “reserve”). Audubon is deeply involved in this process and encourages your participation too.

When thinking about oil development in the reserve, it is important to first step back and look at the entire Arctic Slope. The complex of oilfields in the central Arctic, starting at Prudhoe Bay, is now one of the largest industrial zones in the world. Audubon has no quarrel with that, provided that high environmental standards are maintained. To the east, in the Arctic National Wildlife Refuge, Audubon argues for complete protection of the entire refuge, including the narrow coastal plain where the Bush Administration wants to drill for oil. In the western Arctic, however, the situation is more complicated.

Most of the western Arctic lies within the 23-million-acre reserve, the largest single block of public land in the U.S. The area has some high oil and gas potential, but it also has tremendous wildlife and wilderness values. Starting in 1998, BLM already has sold oil leases in the northeastern portion of the reserve. Audubon does not oppose additional oil leasing in the reserve’s 8.8-million-acre Northwest Planning Area, provided that the area’s special places and values are protected and all oil and gas activities are carried out with high environmental standards. Based on an 18-month study led by Audubon’s senior scientist, Dr. John Schoen, some of the special areas requiring protection are:

- **Kasegaluk Lagoon**, hugely important for marine mammals, nesting common eiders, and staging brant;
- **Peard Bay**, with nesting spectacled eiders and greater white-fronted geese;
- the lower **Meade River-Dease Inlet** area, with nesting yellow-billed loons and brant, as well as polar bears denning onshore; and
- southern **Ikpikuk River**, a nesting area for peregrine falcons.

Public comments on oil and gas leasing in the Northwest Planning Area are due on March 18, 2003. Letters should be mailed to: Bureau of Land Management (930), Alaska State Office, 222 W. 7th Avenue, Anchorage, AK 99513-7599. Audubon will send an action alert to chapter leaders and members throughout the state and invites you to participate. With your help, there is a chance to protect key wildlife values in the reserve and make additional land available for oil leasing. Please stay tuned.

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## Skagway Bird Club takes wing

Buoyed by success of their first-ever Skagway Christmas Bird Count, Skagway birders have formed a formal club.

The 12-member group selected officers and a name, the Skagway Bird Club, at their first official meeting in February. Member and National Park Service biologist Meg Hahr will talk on owls at the next meeting, 7 p.m. March 5<sup>th</sup> at the Library. For additional information on the club or Skagway birding in general, contact one of following members:

**President:** John McDermott, [mcddyed@aptalaska.net](mailto:mcddyed@aptalaska.net)

**Vice President:** Elaine Furbish, [CEFMBK@aptalaska.net](mailto:CEFMBK@aptalaska.net)

**Secretary:** Meg Hahr, [meg\\_hahr@hotmail.com](mailto:meg_hahr@hotmail.com)

### April Raven Deadline

Please submit articles for the April issue no later than March 20 to [upclose@alaska.net](mailto:upclose@alaska.net)



## My favorite bird

### Varied Thrush

Marge Ward, Sitka

*This article is based on an interview with one of the many experienced birders in Juneau Audubon Society. If you'd like to be interviewed about one of your favorite birds, please contact Marge Hermans at [marjorie.hermans@acsalaska.net](mailto:marjorie.hermans@acsalaska.net)*

If I had to choose a favorite bird it would be the Varied Thrush, also called either “Oregon Robin” or “Alaska Robin.” What I like best is that they are here in Sitka in winter. They’re so colorful. When you see them perched on branches it’s like having ornaments hanging on the trees. I counted seven in the yard one morning in January, and we also see and hear them in spring in breeding season. Several springs ago we counted well over 100 of them in one of our parks!

Varied Thrushes are an easy bird for people to identify. They look like Robins to begin with, only slimmer. I think of their heads as smaller and more pointed, while Robins seem to me more round.

Male Varied Thrushes have a black band across their chest and are a brighter orange. First-year males have a brown band. And females are just more brown. Varied Thrushes have a dark stripe from the bill through the eye to the back of the neck, and interspersed orange bands on the top of their heads. Patches on their wings are orange and darker, almost like wing stripes. If they fly away from you you’ll see white on the tail.

Here in Sitka Varied Thrushes start singing early. I like to hear them calling in the yard, and you can usually depend on that by February. This year with the mild winter we were hearing them even in January. It’s wonderful to hear them call along the beach. Just when you think winter is never going to end, you hear a Varied Thrush call and then another answers. The only other birds I know that use song like that outside the breeding season are Dippers—and Song Sparrows, usually in the fall. Most other birds start singing in March or April. I also like the Varied Thrush because of the field work I’ve done with fourth graders. They call it the “telephone bird” because its song is a single long whistle on one pitch. I teach it to them first by playing a recording, then they know it right away. That’s a nice opening to getting them to know other birds.

Varied Thrushes are one of four species of thrush that breed around Sitka. The others are the American Robin, the Hermit Thrush, and the Swainson’s Thrush. Varied Thrushes are much shyer than Robins, though not as shy as Hermit or Swainson’s Thrushes. You’ll often see several feeding close to each other. If there are several in a tree, though, each will choose a different branch. I’ve watched them; sometimes they’ll sit there and drink snow melting off the branches.

As soon as they get into pre-breeding, they become pretty secretive. You can hear them singing, but you don’t always catch up with them. The males sing back and forth to each other—it’s a territorial thing. They’ll whistle, and change tempo and pitch a little, too.

Varied Thrushes are ground feeders. To attract them to your yard, scatter seed or bread crumbs or dry oatmeal on the ground. Before I knew much about birds, feeding thrushes was one of the first things that got me interested in them. I used to go buy dry oatmeal at the store. Finally one of the kids packing groceries said, “Boy, you must really like oatmeal!” so I had to explain to him what I was doing. That was before they had commercial birdseed in the stores!

We have a copy of *Birds of America*, a great book published in 1916. Not knowing any better, we started using it years ago to identify birds. Besides giving lots of field notes, sizes, etc., the book tells how, when John Burroughs came to Alaska on the Harriman Expedition in 1899, he met the Varied Thrush for the first time and wrote this poem about it. It’s nice to know things like this. It can add a lot to your enjoyment of a bird—and I think in our area thrushes can really enhance your outdoor experiences. You don’t even have to be a birder to enjoy them!

**O Varied Thrush!  
O Robin strange!  
Behold my mute surprise  
By form and flight I long have known  
But not this new disguise.**

*John Burroughs*

# Update on the Totem Creek Golf Course Project



Prepared by Sue Schrader for Juneau Audubon Society

## What's the current status of the proposed golf course?

In early February, Totem Creek Inc. (TCI), the non-profit group developing the project, submitted additional information to the state and the city. It appears that the state will require **no** review of the project's pesticide use under the AK Coastal Management Program (ACMP). Staff at the city's Community Development Department are finalizing their recommendations to the Planning Commission. March 25 is a *tentative* date for what is expected to be the **final** public hearing on the project by the Planning Commission. At that hearing, we expect the city's conditional use permit to be granted. The next step after that is for TCI to negotiate with the city over the lease or sale of the 400 acre (approx.) site on North Douglas.

## What's up with the pesticide issue?

In early February, TCI released their revised Integrated Pest Management (IPM) plan, written by their consultant, David Wienecke. While Mr. Wienecke's credentials as a golf course agronomist are impressive, he lives out-of-state and has never visited the site, despite calling his IPM plan "site specific."

TCI has consistently stated their goal to construct and operate a golf course without resort to the use of pesticides. (Note that the term "pesticide" includes herbicides, insecticides, and fungicides.) Their documents speak to "limited possible use of pesticides in extreme circumstances." It may be possible for the course to be operated without use of herbicides or insecticides. However, if TCI wants to maintain a "championship-quality," 18-hole course, the use of fungicides is very likely. The IPM plan presents an ambitious schedule of fungicide use that, in essence, includes year-around application.

At this point, TCI wants to keep the use of pesticides open as an option. Additionally, they evidently do not want to have to let anyone or any agency know if they exercise their option to use pesticides. This scenario would mean that folks who use Peterson Creek for drinking water or fishing wouldn't necessarily know when or how much pesticides are being applied up-stream from them.

## What's an "Integrated Pest Management Plan"?

The IPM plan outlines mechanical, cultural, biological, and chemical methods of controlling insects, "weeds", moss, and fungus that attack turf. Additionally, It discusses turf management procedures, fertilizer use, pest identification and monitoring, pesticide application, and record keeping.

## What pesticides are listed in the Plan?

The IPM plan lists, for possible use on the course, 9 commercial products containing at least 12 different pesticides. These products (with active pesticide in parentheses) include: the herbicides Roundup (glyphosate), Confront (clopyralid and triclopyr), and Trimec (dicamba, MCPP, MCPA, 2,4 D); the insecticide Sevin (carbaryl); and the fungicides Mancozeb Fore (mancozeb), Broadway Daconil (chlorothalonil), Banner Maxx (propiconazol), Curalan (vinclozolin), and Chipco 26019 (iprodione).

## How toxic are these chemicals?

These 12 pesticides vary in their potential for toxicity. Most have reported toxicities ranging from moderate to high for fish. Most of these chemicals are known or suspected endocrine disruptors and/or carcinogens. Additionally, the "inert" ingredients in these products can also be toxic. For example, one of Confront's inert ingredients, POEA, is highly toxic to fish, and the surfactant contained in Roundup also is highly toxic to fish. ("Inert" ingredients are chemicals that do not actively kill the target organism but are added to a product to enhance its effectiveness.)

## How "good" is the science behind the toxicity reports?

"Goodness" is in the eye of the beholder. There is a huge body of science that provides evidence of the toxicity of pesticides to birds, fish, and mammals. Obviously, the studies do vary in respect to species studied, conditions of exposure, concentrations of pesticides, etc. Much of the basis for concern regarding pesticide toxicity for salmon comes from U.S. Geological Survey research and EPA findings – sources that should be considered "good" by most reasonable critics!

*(Continued on Page 5)*



## **Totem Creek Golf Course Update**

*(Continued from Page 4)*

### **If these chemicals are such a threat to fish and other living things, why does the EPA allow their use?**

If you can grasp the political and economic realities of why cigarettes, a known addictive carcinogen, still are legally can understand why pesticides are so poorly regulated. While the scientists at EPA, U.S. Geological Survey, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service (NMFS) have extensive data linking pesticides to negative impacts on salmon and their habitat (including pesticide use on golf courses), EPA has been exceedingly slow in updating the restrictions on pesticide labels. In fact, the EPA currently is being sued in Washington State for not consulting with NMFS on the impacts of pesticides to salmon.

### **Isn't the Alaska Dept. of Environmental Conservation (DEC) taking steps to ensure protection against the use of toxic pesticides?**

The answer depends on how you define "steps." DEC's laws and regulations regarding pesticide use are limited. NO pesticide permit is required for this project under state law. While there are a few legally-required safeguards that DEC could enforce (such as using properly calibrated equipment) assuming DEC had the time, funding and commitment to do so, most of their safeguards are merely recommendations.

One of the most important safeguards to keep pesticides from polluting the approximately 30 salmon streams on the site is the use of "no-application zones" (or buffers). In a July 2002 letter, DEC recommended 100 ft. no-application zones around waterbodies. However, now under the Murkowski Administration, DEC has stated "no objection" to pesticide application as close as **66 ft. or less from fish streams. In some locations, these buffers are much less than 66 feet.**

This project does need a certificate from DEC that the project is reasonably assured of meeting water quality standards, i.e. not polluting surface or ground water. DEC issued this certificate (called a "401 cert," for short) in 1998, based upon a project description that stated "no pesticides will be used during construction or operation of the project." Three years **after** the issuance of this certificate, TCI released their first IPM plan that listed the pesticides they proposed for use.

Juneau Audubon has requested DEC re-examine the project in light of the 12 chemicals proposed for use and the risk they pose of contaminating the fish streams that cross the site. However, undoubtedly due to political pressure to move this project forward, DEC likely will NOT take another look at their 401 cert.

### **But isn't DEC supposed to protect water quality?**

Theoretically, yes, and there are other laws and regulations that, at DEC's discretion, they could use to protect the tributaries of Peterson Creek and the creek itself from potential pollution by this project. It is unlikely, however, that DEC will exercise their discretion to require additional safeguards to this project, given the political realities.

It appears TCI has agreed to do some water quality monitoring. If past experience is any indicator however, we can't count on DEC to carefully review monitoring reports, verify their accuracy, or take enforcement action if water quality standards are violated.

**The bottom line is we cannot depend on DEC to protect the streams and groundwater at this site from pesticide contamination.**

### **How will we ensure that the pesticide use doesn't harm fish, contaminate the water, and pose risks for people who use Peterson Creek for drinking water?**

Although DEC will not step up to the plate, we can ask that CBJ's conditional use permit include some protections. The next opportunity for the public to voice concerns in writing will be during the public comment period prior to the Planning Commission's final hearing on the conditional use permit for this project. Oral testimony will be taken at the hearing also. The written comment period may be as short as 10 days, though Juneau Audubon has asked CBJ to provide the public more time to review the final, updated documents and to get comments submitted. As mentioned above, March 25<sup>th</sup> is the tentative date of the Commission's hearing; however, we do not yet know when the comment period will start.

In Juneau Audubon's view, reasonable requests to make of the Planning Commission as they finalize the conditional use permit include:

- 1) Given that TCI's goal is not to use pesticides, **require that the course be operated without pesticides.**
- 2) If TCI finds, after beginning operations, that pesticides must be used, then allow TCI to come back to the Planning Commission to amend their conditional use permit after telling us specifically which chemicals are to be used and in what amounts.

If the Planning Commission is unwilling to prohibit the use of pesticides, then these additional safeguards should be included in the requirements of the conditional use permit:

*(Continued on Page 6)*



March 2003

## **Totem Creek Golf Course Update**

*(Continued from Page 5)*

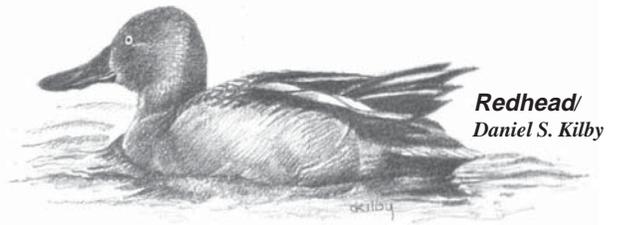
- 1) TCI should shorten their list to include only those chemicals (including “inert” ingredients) that are **least toxic** to salmon and other aquatic life. (Note there is NO mention of toxicity to fish or other aquatic life in the current IPM plan, even though the plan proposes use of “least toxic” pesticides – least toxic to what?)
- 2) A reasonable **notification procedure** should be followed to alert the public, particularly those residents who draw drinking water from Peterson Creek, before pesticides are applied. The treated areas on the course must be posted with a sign prohibiting entry into the area until after the re-entry interval on the label has passed. (Notification and posting is one of DEC’s recommendations – this recommendation should be made legally-binding by incorporating into the conditional use permit.)
- 3) The consequences for not consistently and carefully following the IMP plan should be specified in the conditional use permit.
- 4) A twice-yearly, on-site comprehensive **oversight program** should be performed by a qualified, independent reviewer to examine water quality monitoring reports, pesticide application logs, and turf management practices.
- 5) Careful, thorough **documentation of all applications of pesticides** should be available to DEC, the Dept. of Fish and Game, *and the public*.
- 6) There should be strict adherence to **66 ft. no-application zones**. No pesticide use should be permitted in areas closer than 66 ft. to a waterbody.

**Shouldn’t we believe TCI when they state that this will be one of the most environmentally sound golf courses in the country?**

Juneau Audubon wishes TCI every success in building and operating an environmentally sound course and achieving their goal of not needing to use pesticides. If, however, TCI falls short due to financial problems or any other reason, the citizens of Juneau are risking significant damage to one of our few healthy salmon stream systems that’s readily accessible by road.

If TCI is truly committed to an environmentally advanced course, they will readily agree to operate **pesticide-free**. Doing so may require living with some mold on the turf, but the trade-off is a much better chance at maintaining water quality for the benefit of all who swim in and drink from Peterson Creek.

**For more info, contact Sue Schrader at: [schrader@gci.net](mailto:schrader@gci.net)**



**Redhead/  
Daniel S. Kilby**

## **GLACIER BAY/GUSTAVUS CHRISTMAS BIRD COUNT**

**Bruce Paige**

The 30th annual Glacier Bay/Gustavus Christmas Bird Count on December 14 involved 12 observers, eight in the field and four at feeders. The parties went by boat, car, and on foot. Weather was mild, with temperatures from 29-34 degrees F., and nearly unlimited visibility. There was virtually no snow on the ground, and all lakes and saltwater areas remained mostly free of ice.

The mild weather led to a record number of species (73-the previous high was 67!), and a high, but not record number of individuals (9,339). The lack of a boat to traverse lower Glacier Bay and Icy Strait this year probably reduced the number of individual water birds counted significantly.

There were four species observed this year never before counted on the Glacier Bay/Gustavus Christmas Count, including redhead, American Coot, western gull, and Harris’s sparrow. Fourteen species were seen in record high numbers, particularly notable were 76 ring-neck duck (1 was the previous high), 73 lesser scaup (13), and 2380 white-winged crossbills (1231). Six species were recorded in higher numbers in our area than in anywhere else in Alaska, which indicates that ours is an important wintering area for a number of species. A few species missed this year, though usually seen, included great blue heron, northern pintail, and northern three-toed woodpecker.

All in all, it was a great count. Thanks to all!!!!

To help save paper and chapter money, send an e-mail to [kingfarm@ptialaska.net](mailto:kingfarm@ptialaska.net) to request the Raven in either rich text (read by most word processing programs) or Adobe Acrobat. If you have Acrobat Reader, you can receive the Raven in a format that looks just like the print version but with occasional touches of color. Rich text versions will not contain graphics. To change your newsletter from rich text to Adobe Acrobat, contact [upclose@alaska.net](mailto:upclose@alaska.net).

# U.S. Army Corps of Engineers Permits

The Juneau Chapter of the Audubon Society publishes these permit notices as a service to its members and encourages participation in the public review process. For more information on individual permits or comments call 1-800-478-2712 (Anchorage permits office). For possible permit violations in Southeast Alaska, call the Juneau office at 790-4490. Send your comments to: Regulatory Branch (1145b), P.O. Box 898, Anchorage, AK 99506-0898.

Even if the comment date has passed, you can still send your comments to the Division of Governmental Coordination. The State review period on 404 permits usually ends after the COE comment period closes (as a general rule you can add four days to the comment period). It is important that your concerns reference the Coastal Zone Management program (Section 307 (c)(3) of the Coastal Zone Management Act of 1972) and the State Coastal management program (Alaska Statute Title 46). You may also comment on the State's Water Quality Certification (Section 401 of the Clean Water Act). Consistency guidelines for the Alaska Coastal Management Program (ACMP) on natural resources and habitats can be found in 6 AAC 80.040 to 6 AAC 80.120 and Water Quality standards can be found in 18 AAC 70. Please contact the Division of Governmental Coordination or the Department of Environmental Conservation for more information about applicable laws and project comment deadlines.

**Division of Governmental Coordination**  
P.O. Box 110030  
Juneau, AK 99811-0300  
(907) 465-3562

**Department of Environmental Conservation**  
410 Willoughby Ave.  
Juneau, AK 99801-1795  
(907) 465-5260

For additional information on regulations and guidelines for fill and dredge activity in marine waters and wetlands see the following: Section 10 of Rivers and Harbors Act 1899 (33 U.S.C. 403) - Placement of structures in waters of the United States; Section 404 and 404 (b) of the Clean Water Act (40 CFR 230) - Discharge of fill or dredged material into the waters of the United States; Section 103 Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1413) - Transport of dredge material for the purpose of dumping in marine waters. For help on commenting or technical assistance, call Chris Kent at 463-3494.

**Yakutat — Yakutat Bay 12**, (Reference Number 4-1994-0528)  
Applicant: Alaska Department of Transportation. **Location:** At the Yakutat Airport, three miles southeast of town. **Proposal:** The applicant proposes to fill approximately 15.6 acres of wetlands; about 32 acres of wetlands will be excavated and 108 acres of wetland and mix wetland/upland will be hand-cleared of trees and shrubs. The proposed project will grade and overlay the primary runway at the Yakutat Airport, Runway 11-29 and clear along the runway sides and ends. The existing runway including its Runway Safety Areas (RSA) is about 600 feet wide and 7,750 ft. long and is bounded by lands disturbed by the original airport construction, and beyond those, wetlands. The existing pavement is 180 ft. wide. A strip of land approximately 35 ft. wide along the length of the RSA and on both sides will be excavated to create an Object Free Area (OFA) which would allow an airplane to pass without damage if it were to leave the RSA. Beyond the OFA grading, another strip about 165 ft. width along the length of the runway and on both sides will be hand-cleared to fell the trees and tall shrubs. During clearing, vegetation which is less than 5 ft. in height will be left in place. Additional clearing and change drainage systems at both approach ends of Runway 11-29. An area about 650 ft wide and 100 ft long from the ends of the runway will be converted to approach RSA. At the approach to Runway 11 (the northwest end), an existing 75' access road extends away from the runway. Existing drainage ditches will be filled on either side of this road to create a traversable surface. The ditches to be filled in

are in the Alaska Department of Fish and Game (ADF&G) catalog of waters important to anadromous fishes. Beyond the ditches the remainder of the 650' x 1000' approach will be hand cleared. The drainage will be relocated to the perimeter of the cleared area. About 3,180 lineal ft. of drainage ditch/anadromous stream will be filled and about 2,230 ft. of relocated drainage channel will be constructed at the approach to Runway 11. Another 1,000 ft. of drainage channel will be constructed to carry water from the approach to Runway 11 to join the new channel system around the approach to Runway 20. Approximately 1,500 ft. of existing drainage ditch anadromous stream will be reconstructed along the southwest edge of the runway. At the approach to Runway 29, (the southeast end) about 11.6 acres of wetland will be filled to raise its grade in order to eliminate the hazard to aircraft that occurs now during flooding at high water events. The fill will create a surface that could support a plane or rescue vehicle. There is an existing access road within this approach area that is about 29 ft. wide. About 1,000 lineal feet of drainage ditch/anadromous stream will be filled and about 1,900 lineal feet of relocated drainage channel will be constructed. The crosswind runway, Runway 2-20, is only used in the summer and when weather conditions do not require a precision instrument approach. The only work on this runway will be creation of a runway safety area at the approach to Runway 20 (the northeast end). An area about 4.0

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## **U.S. Army Corps of Engineers Permits**

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acres will be filled. This area is a 50/50 mix of wetland and upland; the wetland impact is calculated to be about 20 acres. In addition to fill placement, excavation will create a total graded area of about 600 ft. by 750 ft. of traversable approach RSA. About 2,100 lineal ft. of drainage ditch anadromous stream will be filled and about 1,650 lineal ft. of drainage channel will be constructed on the periphery of the new approach. A triangular area between the two runways will be excavated (where berms exist) and hand-cleared in order in order to allow pilots to visually check for the presence of an airplane on the other runway, per FAA standards. Five new culverts (P-1, P-2, P-3, P-4, and P-1S) will be installed in newly constructed drainage channels in order to maintain existing access roads. These would not be installations in anadromous waters, but are designed to accommodate fish passage because fish will eventually occupy the new channels. Water will be diverted into the new channels when construction is completed. **Purpose:** One of the project purposes is to rehabilitate the pavement of Runway 11-29 and increase flight safety by improving compliance with Federal Aviation Administration (FAA) standards. Runway 11-29 is most often used and is equipped for a precision instrument approach. For this reason, Yakutat serves an important role as an alternate airport when Juneau and other southeast airports are inaccessible due to weather. (Standards for clearing are less stringent for Runway 2-20 because it has higher minimum visibility and ceiling heights and is not equipped for precision instrument approaches.) A second project purpose is to raise the grade of a portion of Runway 11-29 in order to eliminate the current flooding hazard in that area during periods of high rain and high water. An additional need is the construction of two new taxiways to the aprons that will allow improved runway access for aircraft as well as rescue, fire fighting and maintenance vehicles.

**Mitigation:** The applicant has incorporated the following mitigation efforts into the proposed project to reduce impacts to the aquatic environment: approximately 6,270 lineal ft. of stream will be relocated; about 6,780 lineal ft. of drainage channel will be constructed and another 1,500 lineal ft. of existing stream will be reconstructed. In addition, ADOT&PF is funding the installation and two years of operation/maintenance for two stream gauges that will be placed in airport drainage channels per request of the resource agencies. ADOT&PF will also replace the existing four ft. diameter twin culverts at the Lost River Rd. with a single larger culvert in order to improve fish passage. Comments due: *February 27, 2003.*

**Juneau — Gastineau Channel 422**, (Reference Number P-1989-0772) Applicant: Franklin Dock Enterprises. **Location:** South Ferry Dock. **Proposal:** The applicant proposes the placement of 10 piling, two approximate 8' wide by 85' long gangways, ~16' wide by 16' long landing floats, one 20' wide by 120' long mooring float and two 16' wide by 140' long mooring floats. **Purpose:** To provide lightering and moorage of small cruise vessels, day boats and yachts within the downtown area of Juneau. **Mitigation:** None. Comments due: *March 7, 2003*

**Ketchikan — Tongass Narrows 302**, (Reference Number U-1922-0022) Applicant: Tanya Kinnard. **Location:** Hansen Float on Water Street. **Proposal:** The applicant proposes to modify an existing berthing facility to include a 75' X 12' concrete, pile supported float extension, a 3-pile 12' X 12' dolphin, and a 4-pile fender with a 20' wide X 27' high treated timber face and a stiff leg connection to an existing dolphin. proposed activity would modify an existing permit and the modifications issued as follows:  
2/28/23, 1-1922-0022, Tongass Narrows 302, (originally 5187.21) issued to Northland Dock Company, maintain an existing wharf at the intersection of Front & Dock Street.  
2/28/23, M-1922-0022, Tongass Narrows 302 (originally 5187.18) issued to Ketchikan Cold Storage, maintain an existing wharf at the intersection of Water and Front Street.  
3/23/28, N-19220022, Tongass Narrows 302 (originally 5187.42) issued to Ketchikan Cold Storage Company to construct and maintain an extension to an existing wharf.  
12/20/28, 0-1922-0022, Tongass Narrows 302 (originally 5187.74), issued to The Citizen's Light and Power Company to rebuild an existing wharf and to construct and maintain an extension thereto.  
8/9/76, P-1922-0022, Tongass Narrows 302 (originally 76-77), issued to The City of Ketchikan to remove an existing wharf and building to construct a new dock and approach.  
6/14/77, Q-1922-0022, Tongass Narrows 302 (originally 2-1977-0003) issued to the City of Ketchikan to retain and preserve an existing dock extension and fill, remove a dock and parking area and construct additional facilities consisting of two dock extensions, a bulkhead and fill.  
10/27/86, R-1922-0022, Tongass Narrows 302 (originally N-1977-0003) issued to the City of Ketchikan to: upgrade an existing dock facility, construct a new mooring dolphin, float and two gangways, improve the existing dock with a new corner fender, additional fender piles, new batter pile clusters, and new bent support structures.  
05/31/89, 1-1989-0067, Tongass Narrows 465, Construction of a pile supported parking deck and street access structure; including drilling sockets for steel piling, setting and driving steel piling, and installing steel and concrete super structures. The irregular shaped concrete deck will be 16" thick, supported by 51 steel piles, and approximately 32,800 square feet in area. The project will provide approximately 110 parking spaces in proximity to the city of Ketchikan Berth 2 parking deck. The project will also provide improvements for pedestrian and vehicle access to the existing berth and a scenic overlook for pedestrians.  
4/11/94, 8-1922-0022, Tongass Narrows 302, Add a pile-supported mooring dolphin and catwalk to an existing permitted dock.  
09/14/94, T-1922-0022, Tongass Narrows 302, City of Ketchikan, Add a 115' X 12' float 'to the end of an existing float. **Purpose:** Allow port to safely handle larger cruise ships and handle increased traffic from smaller support vessels.  
**Mitigation:** None. Comments due by *February 24, 2003.*

*(Continued on page 9)*

**Ketchikan — Tongass Narrows 487**, (Reference Number O-1992-0500) Applicant: Dale Pihlman. **Location:** 4743 North Tongass Highway. **Proposal:** The applicant proposes to modify an existing permit to allow installation of a 40' X 60' floating workshop. Shop float would be secured to existing pile-supported float with 3/4" chain and to an existing approximately 10 Ton submerged boulder by 3/4" chain and 5/8" cable. The applicant was issued a Department of the Army permit number 1-1992-0500, Tongass Narrows 487 on March 17, 1994, to: Drive 7 steel pilings, install approximately 605 linear feet of 12' wide floats and a float access ramp. Modification M-1992-0500, Tongass Narrows 487, was issued to Dale Pihlman on June 26, 1996, to: place approximately 1,170 cubic yards of fill material, consisting of shotrock with riprap facing and capped with a concrete surface, over approximately 0.06 acre of intertidal substrate. Modification N-1997-0500, Tongass Narrows 487, was issued on October 30, 2002, instead of 7 steel pilings and 605 linear feet of 12' wide floats and a float access ramp, the applicant is authorized 3 steel pilings, 148' of 12' wide floats and a float access ramp and 240' of log boomstick breakwater anchored by (3) 6,000 pound concrete block anchors.

**Purpose:** On site carpenter shop for boat building project.  
**Mitigation:** None. Comments due by *February 20, 2003*.

**Ketchikan— Ward Cove 35**, (Reference Number 1-2003-0002) Applicant: C & O Marine. **Location:** Ward Cove near milepost 5.5 on the North Tongass Highway. **Proposal:** The applicant proposes to place a 3-log boom stiff leg with concrete

anchors and six shore ties. **Purpose:** Provide barge storage for company barges and customer owned barges. **Mitigation:** None. Comments due by *February 24, 2003*.

**Craig — Port St. Nicholas 31**, (Reference Number M-2001-1032) Applicant: Daryl Morris. **Location:** Mile 12 on the Point Saint Nicholas Road. **Proposal:** The applicant proposes a permit modification to construct a pile-supported dock. The dock would access a previously permitted float. The dock would be approximately 5-foot wide by 80-foot long and would connect to the float by way of a hinged 4-foot wide by 50-foot long ramp. **Purpose:** Provide access to a previous permitted floating dock for private boat storage. **Mitigation:** None. Comments due by *March 5, 2003*.

**Craig — Port St. Nicholas 36**, (Reference Number 1-2002-1310) Applicant: William and Jennifer Whicker Morris. **Location:** Lot #85, Point Saint Nicholas Subdivision. **Proposal:** The applicant proposes to install 12 pressure treated pilings, 8-10 feet deep. These pilings would support a 6-foot wide by 110-foot long walkway. The walkway would lead to a 50-foot by 6-foot floating galvanized steel ramp, which would provide access to a 16-foot by 40-foot floating dock. The dock would be supported by two galvanized piling and would be constructed from red cedar and polyfoam flotation. In addition, one breakwater boom stick, approximately 100 foot long, are proposed to be anchored seaward and west of the dock. **Purpose:** Provide access for a charter boat operation. **Mitigation:** None. Comments due by *February 17, 2003*.



## EAGLECHAT

*To share sightings and chat about all things bird-related with 60+ like-minded local members, log onto <http://groups.yahoo.com/group/Eaglechat> or e-mail Nina Mollett at [ninam@alaska.net](mailto:ninam@alaska.net) to get signed up.*

**Date: February 16**

**Subject: weekend sightings**

A birder from Anchorage/Tennessee found a ring-necked duck (female) on Twin Lakes. He did some owling and heard two northern pygmy owls near the parking lot for the boy scout camp. Also there have been 500-1500 shorebirds at Eagle Beach. Last weekend there were black turnstones, rock sandpipers and dunlin. This weekend only rocks and dunlin. Also a male and female hooded merganser at Twin Lakes last weekend and a female this weekend.

**Date: February 17**

**Subject: Possible Virginia rail at Gustavus.**

Two local birders reported seeing a lone Virginia rail along the Salmon River late this afternoon. Their digipics didn't turn out, but they got excellent looks close up through a spotting scope, and had no doubt about it. This would be the first record for the species at Glacier Bay/Gustavus.

**Date: February 18**

**Subject: High tide and voles**

Eagles pluck voles from the water when the tide floods the wetlands. Apparently they swim and are easy to snatch from the rising tide. The airport maintenance crew reports that at certain high tide times there are so many voles on the runway that the workers must sweep the pavement with the giant rotating brooms! One of the reasons is to remove the food source that attracts ravens and eagles to easy pickings on the runway. Some air taxis note that voles run into their hangars on the high tides, too.

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