



US Army Corps  
of Engineers  
Alaska District

ANCHORAGE  
Regulatory Division (1145)  
CEPOA-RD  
Post Office Box 6898  
JBER, Alaska 99506-0898

# Public Notice of Application for Permit

<b>PUBLIC NOTICE DATE:</b>	<b>August 9, 2024</b>
<b>EXPIRATION DATE:</b>	<b>September 9, 2024</b>
<b>REFERENCE NUMBER:</b>	<b>POA-2023-00221</b>
<b>WATERWAY:</b>	<b>Lake Hood</b>

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Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States as described below and shown on the enclosed project drawings.

All comments regarding this public notice should be sent to the address noted above. If you desire to submit your comments by email, you should send it to the project manager's email as listed below or to [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil). All comments should include the public notice reference number listed above.

All comments should reach this office no later than the expiration date of this public notice to become part of the record and be considered in the decision. Please contact Emily Vullo at (907) 753-2704, toll free from within Alaska at (800) 478-2712, or by email at [Emily.N.Vullo@usace.army.mil](mailto:Emily.N.Vullo@usace.army.mil) if further information is desired concerning this public notice.

**APPLICANT:** Alaska Department of Transportation and Public Facilities (ADOT-PF); POC: Brian Elliot; [brian.elliott@alaska.gov](mailto:brian.elliott@alaska.gov); 907-269-0539.

**AGENT:** Stantec Consulting Services Inc; POC: Alivia Lowell; [Alivia.Lowell@stantec.com](mailto:Alivia.Lowell@stantec.com); 907-266-1189.

**LOCATION:** The project site is located near Latitude 61.1891° N., Longitude 149.9751° W.; north of Lake Hood, in Anchorage, Alaska.

PURPOSE: The applicant's stated purpose is to replace the parking lost as a result of the Federal Aviation Administration's Airport Traffic Control Tower/Terminal Radar Approach Control Facilities project, with in-kind parking of the same quantity and quality of the existing Charlie Parking, as aligned with the goals of the 2017 Master Plan.

PROPOSED WORK: Construct aircraft parking to replace parking impacted by the ATCT Project. The total project footprint would be 7.65 acres in wetlands, and 2.34 acres of existing uplands (totaling 9.99 acres). Fill material would be clean, contractor furnished fill from upland commercial sources. Fill calculations in cubic yards have a 10% buffer.

The project would include the discharge of 40,200-cubic yards of fill material into 7.65-acres of wetlands to construct a new parking area for Lake Hood, reconfigure Lake Hood Drive, and for proposed ancillary components to include installation of signage, fencing connection to existing utilities, culverts, and storm drainage. The usable surface of the new parking area would be 300-foot by 1,100-foot, at the widest new points, with the toe of the slope extending up to 350-feet by 1,150-feet. Lake Hood Drive would consist of a 24-foot-wide drivable surface with the toe of the slope extending to a total of 135-feet wide on average for a length of 1,700 feet. All work would be performed in accordance with the enclosed plan (sheets 1-5), dated May 2024. If you would like a copy of plans in further detail, please contact the project manager listed above.

ADDITIONAL INFORMATION: A grading permit with the Municipality of Anchorage and a Stormwater Pollution Prevention Plan with the Alaska Department of Environmental Conservation have been requested.

APPLICANT PROPOSED MITIGATION: The applicant proposes the following mitigation measures to avoid, minimize, and compensate for impacts to waters of the United States from activities involving discharges of dredged or fill material.

a. Avoidance: The applicant has provided the following avoidance statement. Airport plans were consulted to find uplands that were available for use, that would also serve the purpose of the proposed project. The proposed Replacement Parking Project footprint was chosen because of the uplands available for use, avoiding unnecessary wetland impacts. This approach allows for the systematic development of parking required for airport operations, while utilizing existing uplands, as well as neighboring developments and utilities. Existing roads would be used to bring all construction supplies on site. Utilities required for the parking lot and airport planning building are already present on site and would only require connection. The area between the reconfigured Lake Hood Drive and new parking area would remain a wetland. This site is also ideal because of the nearby "snow storage lot", that would be utilized during construction for contractor staging and storage (seen on Sheet 1, Attachment 1). This avoids additional impacts to wetlands because a staging area would otherwise need to be constructed, likely requiring additional fill in wetlands.

b. Minimization: The applicant would only place the minimal amount of fill necessary to fulfil the proposed project purpose while still maintaining safety. Additionally, no fill would be placed in open water bodies. Best management practices to include appropriately sized culverts to maintain hydrologic connectivity, drainage swales, proper ditch contouring and sizing, embankment stabilizations including contouring and seeding, and sediment filters would be implemented.

c. Compensatory Mitigation: The applicant has stated the following regarding compensatory mitigation. The project is located in a wetland complex that has been previously impacted by the construction of additional airport facilities. Therefore, the project was constricted by the locations available for parking within the airport boundaries. Without replacement of the lost parking area, airport operations and safety would be impeded. Impacts to Waters of the United States would be minimal by design. The project proposes to buy credits from a mitigation bank within the service area of the project impacts to offset the debits as a result of the proposed project.

WATER QUALITY CERTIFICATION: A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation. The applicant has applied for a pre-filing meeting.

CULTURAL RESOURCES: The lead Federal agency, ADOT-PF, is responsible for compliance with the requirements of Section 106 of the National Historic Preservation Act. ADOT-PF has made a No Historic Properties Affected (No Effect) determination for the proposed project. The Corps has reviewed the Section 106 documentation from ADOT-PF and concurs with their findings and determination.

ENDANGERED SPECIES: No threatened or endangered species are known to use the project area. The lead Federal agency, ADOT-PF, is responsible for compliance with the requirements of Section 7 of the Endangered Species Act. ADOT-PF has determined the described activity would have no effect on any listed or proposed threatened or endangered species. The Corps has reviewed the ESA documentation from ADOT-PF and concurs with their findings and determination.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act), as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

The project area is not within mapped EFH.

The lead Federal agency, ADOT-PF, has determined the described activity would not adversely affect EFH in the project area. The Corps has reviewed the EFH documentation from ADOT-PF and concurs with their findings and determination.

TRIBAL CONSULTATION: The Corps fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Corps, Alaska District, on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process.

This public notice serves as notification to the Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal rights or resources. Consultation may be initiated by the affected Tribe upon written request to the District Commander. This application is being coordinated with federally recognized tribes and other consulting parties. Any comments federal recognized tribes and other consulting parties may have concerning presently unknown archeological or historic data that may be lost or destroyed by the work under the requested permit will be considered in the Corps final assessment of the described work.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

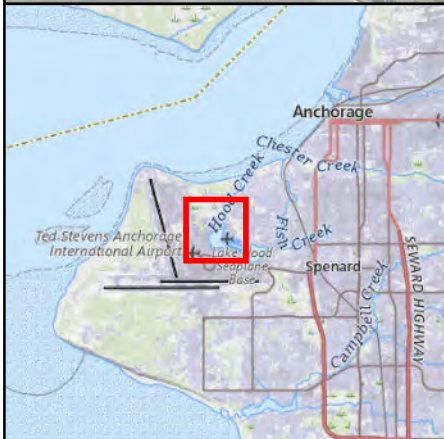
AUTHORITY: This permit will be issued or denied under the following authority:

(X) Discharge dredged or fill material into waters of the United States – Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

Project drawings are enclosed with this public notice.

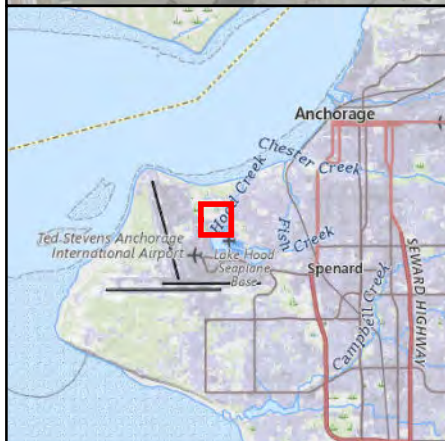
District Commander  
U.S. Army, Corps of Engineers

Enclosures




<ul style="list-style-type: none"> <li>● Existing Features of ATCT Replacement Project</li> <li>□ Wetland Study Area</li> <li>■ East of Runway Alternative</li> </ul>	<p><b>Proposed Project Component</b></p> <ul style="list-style-type: none"> <li>□ Proposed Parking Area</li> <li>□ Proposed Lake Hood Drive Reconfiguration</li> <li>□ Proposed Ancillary Components</li> </ul>
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<p>0 300 600 1,200 Feet</p> <p>1 inch = 800 feet 1:9,600</p> <p>N W E S</p>	
Applicant: Alaska DOT&PF	
File No.: POA-2023-00221	
Waterway: Hood Creek / Cook Inlet	
Proposed Activity: Anchorage Airport Replacement Parking	
Township 13N, Range 4W, Section 27	
Lat.: 61.1891 N	Long.: -149.9751 W
Sheet: 1	May 2024




 Wetland Study Area

### Proposed Project Component

 Proposed Parking Area

 Proposed Lake Hood Drive Reconfiguration

 Proposed Ancillary Components

 Aircraft Tiedown

0 150 300 600 Feet  
1 inch = 400 feet 1:4,800



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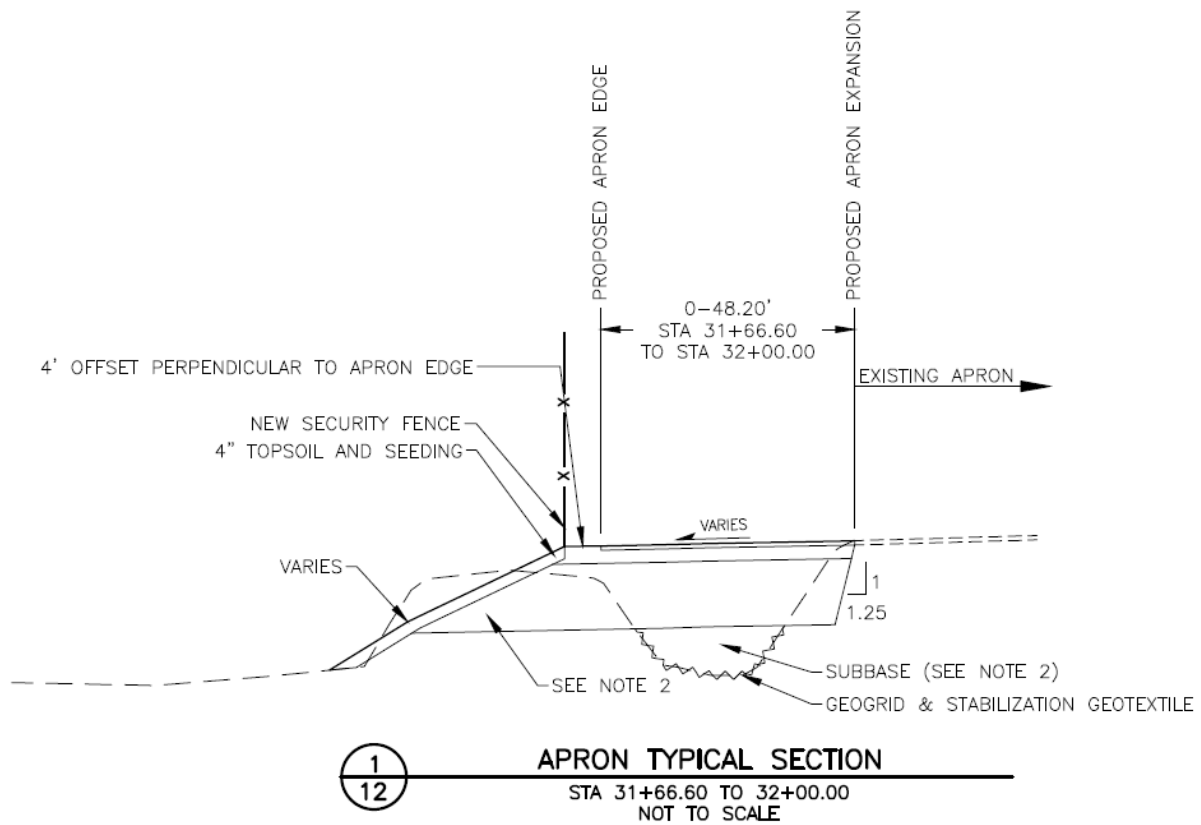
Township 13N, Range 4W, Section 27

Lat.: 61.1891 N

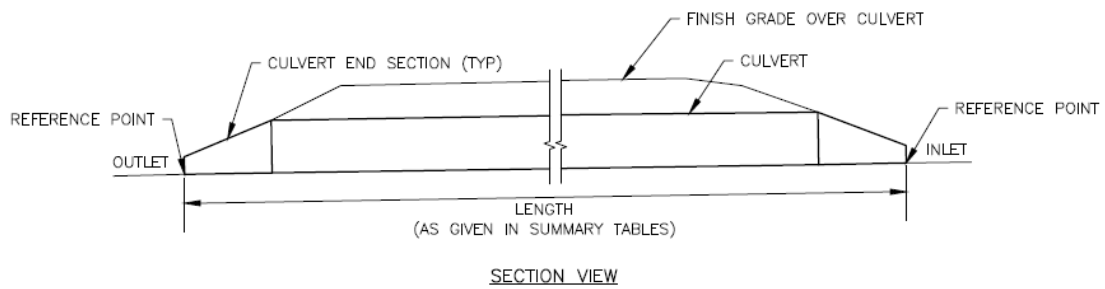
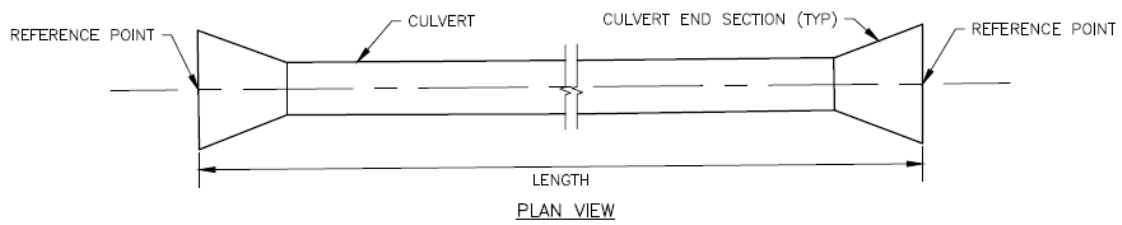
Long.: -149.9751 W

Sheet: 2

May 2024



Applicant: FAA	
File No: POA-	
Proposed Activity: Anchorage Airport Replacement Parking	
Plan and Cross-Sectional Drawings	
Sheet: 5	February 2024

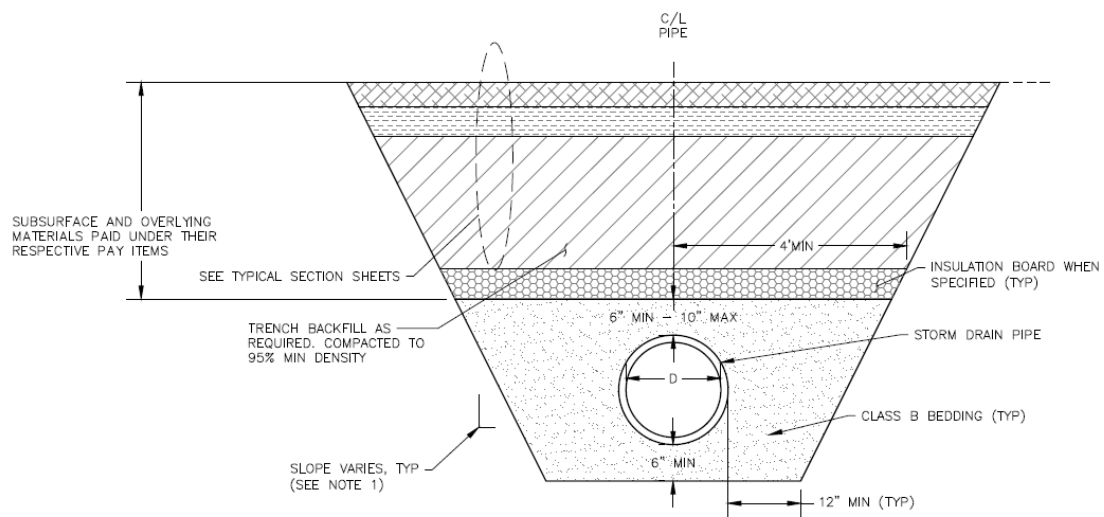


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# CULVERT REFERENCE DETAIL

SCALE: NTS

Applicant: FAA	
File No: POA-	
Proposed Activity: Anchorage Airport Replacement Parking	
Plan and Cross-Sectional Drawings	
Sheet: 6	February 2024



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# STORM DRAIN TRENCH TYPICAL

SCALE: NTS

## NOTES:

1. TRENCH WALL SLOPES WILL VARY WITH SOIL STRENGTH AND CHARACTER. SLOPES SHALL CONFORM WITH OSHA REGULATIONS AND REQUIREMENTS.
2. EXCAVATION, BEDDING, BACKFILL, AND FILTER MATERIALS WILL BE SUBSIDIARY TO PIPE ITEMS.

Applicant: FAA	
File No: POA-	
Proposed Activity: Anchorage Airport Replacement Parking	
Plan and Cross-Sectional Drawings	
Sheet: 7	February 2024