



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>July 10, 2025</b>
<b>EXPIRATION DATE:</b>	<b>Aug 11, 2025</b>
<b>REFERENCE NUMBER:</b>	<b>POA-2024-00445</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 Estrella Campellone at (907) 753-2518, toll free from within Alaska at (800) 478-2712, or by email at [Estrella.f.campellone@usace.army.mil](mailto:Estrella.f.campellone@usace.army.mil) if further information is desired concerning this public notice.

**APPLICANT:** Samuel Fejes, Guide Service; PO Box 111394; Anchorage, Alaska 99511.  
Email: [fejesguideservice@gmail.com](mailto:fejesguideservice@gmail.com); Tel.: 907-229-5060.

**AGENT:** Ryan Kingsbery, 3-Tier Alaska, 3305 Arctic Blvd., Suite 102; Anchorage Alaska 99503. Email: [rkingsbery@3tieralaska.com](mailto:rkingsbery@3tieralaska.com).

**LOCATION:** The project site is located within Section 27, T. 13 N., R. 4 W., Seward Meridian; USGS Quad Anchorage A-8; Latitude 61.18359° N., Longitude 149.95934° W.; Municipality of Anchorage Alaska Division of Aviation (ADA) Lease Lot 32370; Lake Hood Airstrip Runway Safe Area (RSA), near the Lake Hood Seaplane Base, Anchorage, Alaska.

SPECIAL AREA DESIGNATION: The project is located within the Ted Stevens Anchorage International Airport Complex.

PURPOSE: The applicant's stated purpose is to develop an ADA Lease Lot within the RSA to alleviate the high demand for aircraft facilities according to the 2017 Lake Hood Seaplane Base Development Plan.

PROPOSED WORK: To construct a paved taxiway-access road, hangars, pad apron, linear utilities (sewer and water), and perimeter drainage swale. Work would require placement of 12,517 cubic yards (cy) of classified fill in 4.51 acres of palustrine wetlands. The installation of linear utilities would result in temporary impacts to wetlands.

All work would be performed in accordance with the enclosed plan (sheets C1.0, C2.0, C3.0, C4.0, and C4.1) dated February 21, 2025.

ADDITIONAL INFORMATION: The applicant would need to obtain a building permits from the airport and Municipality of Anchorage and a water quality certification from the Alaska Department of Environmental Conservation.

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 conducted a series of redesign to reduce permanent impacts to jurisdictional wetlands, while conforming to federal, stated and municipality codes and restriction for the construction aircraft in developed areas (infrastructure facing west to reduce noise impacts to Turnagain neighborhood to the east, hangar location and orientation, including paved features (apron, taxiway) sized to meet fixed wing aircraft maneuverability and emergency response vehicle minimum clearances. Hangar locations are confined by the Federal Aviation Administration's Building Restriction Line (BRL), which encompasses approximately 20% of the lease lot. No building can be constructed within the BRL. The proposed development must conform with requirements specified in the Anchorage Stormwater Manual, Volume 1, for water quality treatment, extended detention, conveyance, and peak flow control. For that purpose a perimeter swale was designed to manage stormwater. As per the 2022 National Fire Protection Association 409 Standard on aircraft hangars, a minimum 50 feet distance between hangar units must be kept.
- b. Minimization: A 0.25-acre reduction in permanent wetland impacts was achieved by shifting hangar locations to the south and rounding the paved apron at two specific locations at the northern property boundary where fixed-wing aircraft and passenger vehicle traffic is not anticipated. The location of the access road and taxiway was shifted to avoid all disturbance to jurisdictional wetlands within the southernmost corner of the lease lot. The construction of swale would minimize impacts to wetlands by re-establishing peat to the final grade, which would in time re-establish native hydrophytic vegetation like the existing surrounding wetlands vegetation.

c. Compensatory Mitigation: The applicant did not propose compensatory mitigation.

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 (ADEC). The applicant is working directly with ADEC to obtain a Water Quality Certification.

CULTURAL RESOURCES: The latest published version of the Alaska Heritage Resources Survey (AHRS) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. There are cultural resources in the permit area and/or within the vicinity of the permit area. Consultation of the AHRS constitutes the extent of cultural resource investigations by the U.S. Army Corps of Engineers (Corps) at this time. The Corps has made a No Adverse Effect/Adverse Effect determination for the proposed project. This application is being coordinated with the State Historic Preservation Office (SHPO), Federally recognized Tribes, and other consulting parties. Any comments SHPO, federally recognized Tribes and other consulting parties may have concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work.

ENDANGERED SPECIES: No threatened or endangered species are known to use the project area. We have determined the described activity would have no effect on any listed or proposed threatened or endangered species and would have no effect on any designated or proposed critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). Therefore, no consultation with the U.S. Fish and Wildlife Service or the National Marine Fisheries Service (NMFS) is required. However, any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

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. We have determined the described activity would not adversely affect EFH in the project area.

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.

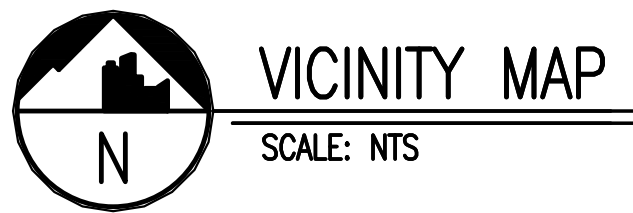
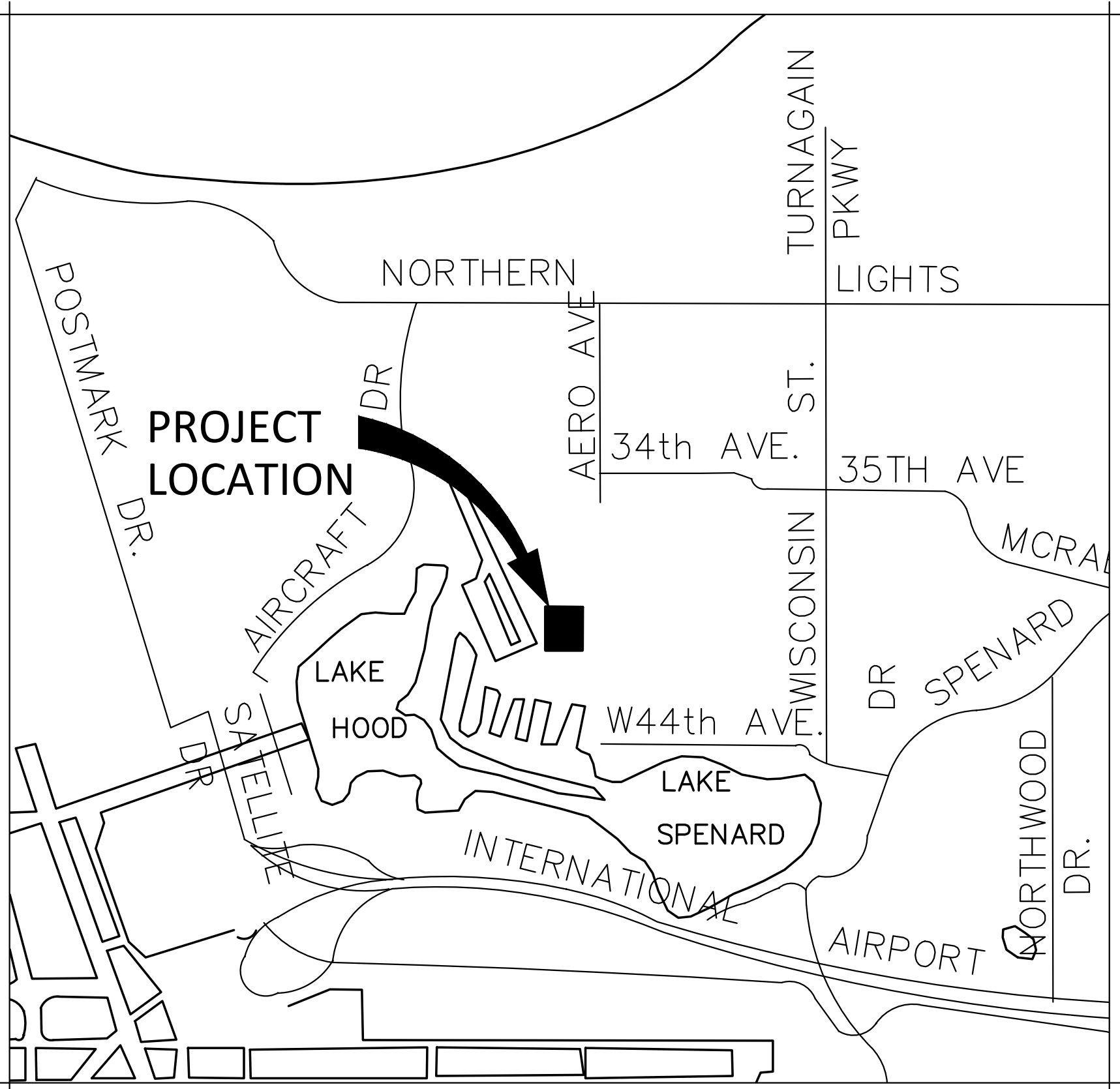
AUTHORITY: This permit will be issued or denied under the following authorities:

(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



**PROPERTY & SURVEY DATA**  
LEGAL DESCRIPTION: LOT 1, BLOCK 13, ADA 32370 INTERNATIONAL AIRPORT  
ADDRESS: TO BE ASSIGNED  
TAX ID NO.: TO BE ASSIGNED  
MOA GRID: SW1725  
ZONING: TR

DESCRIPTION	LEGEND	
	EXISTING	NEW
PROPERTY LINE	---	
EASEMENT	---	
GRADE BREAK		-----GB-----
CENTERLINE	---	
DRAINAGE SWALE	---	---
DRAINAGE ARROW	---	---
GAS LINE	---	
UNDERGROUND ELECTRIC	---	
SEWERLINE W/MANHOLE	---	---
STORMDRAIN W/MANHOLE	---	---
WATERLINE W/VALVE	---	---
ELEVATION CONTOUR	204	204
EDGE OF ASPHALT	---	---
STRUCTURE	---	---
CONCRETE	---	---
SPOT ELEVATION		124.77
SIGN		
FIRE HYDRANT		
TEST BORING	○ TB #3	
LIGHT POLES	☼	
TEMPORARY BENCH MARK	△ TBM #1	
2-1/2" BRASS CAP	●	
2" ALUMINUM CAP	●	
	LETTER INDICATES SECTION	
	ARROW INDICATES DIRECTION OF CUTTING PLANE	
	INDICATES SHEET NO. WHERE SECTION IS DRAWN	
	INDICATES SHEET NO. WHERE SECTION IS FIRST TAKEN	
	NUMBER INDICATES DETAIL	
	INDICATES SHEET NO. WHERE DETAIL IS DRAWN	
	INDICATES SHEET NO. WHERE DETAIL IS FIRST TAKEN	

ABBREVIATIONS			
AC	ASPHALT CONCRETE/ASBESTOS CEMENT	ME	MATCH EXISTING
BM	BENCHMARK	MH	MANHOLE
CB	CATCH BASIN	MIN	MINIMUM
CI	CAST IRON	N	NORTH
CL	CENTERLINE	NE	NORTHEAST
CMP	CORRUGATED METAL PIPE	NTS	NOT TO SCALE
CP	CONTROL POINT	OHE	OVERHEAD ELECTRIC
CPEP	CORRUGATED POLYETHYLENE PIPE	PCC	PORTLAND CEMENT CONCRETE
CU	COPPER	R	RADIUS
DIP	DUCTILE IRON PIPE	S	SEWER, SOUTH
E	ELECTRICAL	SD	STORM DRAIN
EA	EACH	SS	SANITARY SEWER
ELEV	ELEVATION	ST	STEEL
FL	FLOWLINE	SW	SOUTHWEST
GB	GRADE BREAK	TC	TOP BACK OF CURB
INV	INVERT	TYP	TYPICAL
LF	LINEAR FEET	W	WIDTH, WATER
MAX	MAXIMUM		

#### GENERAL NOTES

- ALL SITE WORK CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE MUNICIPALITY OF ANCHORAGE (MASS) STANDARD SPECIFICATIONS, CURRENT EDITION, UNLESS OTHERWISE SPECIFIED.
- LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE ONLY. VERIFY LOCATIONS BY OBTAINING UTILITY LOCATES PRIOR TO BEGINNING CONSTRUCTION.
- DIMENSIONS AND RADII SHOWN ARE TO TOP BACK OF CURB, EDGE OF SIDEWALK, CENTER OF PAINT STRIPE OR FACE OF FOUNDATION UNLESS INDICATED OTHERWISE.
- ELEVATIONS ARE TO EDGE OF PAVEMENT, TOP OF SIDEWALK, OR EARTHWORK FINISH GRADE UNLESS INDICATED OTHERWISE.
- EXISTING GROUND CONTOURS ARE BASED ON TOPOGRAPHIC SURVEY COMPLETED BY EDGE SURVEY AND DESIGN IN OCTOBER 2024.
- PARKING SPACE STRIPING SHALL BE 4-INCH WIDE, WHITE PAINT. ACCESSIBLE ANGLED STRIPING SHALL BE AT 4-INCH WIDE, BLUE PAINT AT A 45-DEGREE ANGLE SPACED 2 FEET ON CENTER. A 4-FOOT BY 4-FOOT INTERNATIONAL ACCESSIBLE SYMBOL, WHITE PAINT ON BLUE PAINT BACKGROUND, SHALL BE USED FOR THE ACCESSIBLE PARKING SPACE. THE ACCESSIBLE SYMBOL SHALL BE CENTERED AT THE BOTTOM OF THE PARKING SPACE.
- SOILS INFORMATION AND RECOMMENDATIONS ARE BASED THE GEOTECHNICAL INVESTIGATION AND REPORT COMPLETED BY NORTHERN GEOTECHNICAL ENGINEERING IN AUGUST 2024 TITLED: LAKE K, LAKE HOOD AIRPORT GEOTECHNICAL RECOMMENDATIONS.
- PROVIDE PASSING COMPACTION TESTS FOR ALL FILL AND BACKFILL PLACED AT A RATE OF ONE TEST PER 5,000 SQUARE FEET, PER LIFT. SEE SITE SECTIONS FOR MORE INFORMATION.
- ASPHALT PAVEMENT SHALL BE MASS CLASS E.
- CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS.
- PROVIDE CONTROLS TO LIMIT SEDIMENT DISCHARGE FROM THE SITE DURING CONSTRUCTION DUE TO SOIL EROSION. THESE CONTROLS SHALL INCLUDE REGULAR SWEEPING OF STREETS ADJACENT TO THE SITE THAT ACCUMULATE SITE SOILS. ADDITIONAL CONTROLS MAY BE REQUIRED IF THESE MEASURES PROVE INADEQUATE. IMPLEMENT THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND UPDATE AS NECESSARY DURING CONSTRUCTION.
- FOLLOW ALL MUNICIPALITY OF ANCHORAGE REGULATIONS FOR NOISE, HOURS OF OPERATION, AND DUST CONTROL.
- RESTORE ALL DISTURBED PROPERTY OUTSIDE OF WORK LIMITS TO ORIGINAL CONDITIONS.
- HAUL ROUTES SHALL BE THE SHORTEST, MOST DIRECT ROUTES TO MINIMIZE TRAVEL ON LOCAL AND COLLECTOR ROADWAYS. ANTICIPATED HAUL ROUTES ARE SOUTH ON AIRCRAFT DRIVE, SOUTH ON HELIPORT PLACE, EAST ON POSTMARK DRIVE, EAST ON INTERNATIONAL AIRPORT ROAD, SOUTH ON JEWEL LAKE, WEST ON RASPBERRY ROAD, AND SOUTH ON SAND LAKE ROAD TO THE PIT; EAST ON KLATT ROAD, NORTH ON C STREET, WEST AND NORTH ON MINNESOTA DRIVE, WEST ON INTERNATIONAL AIRPORT ROAD, WEST ON POSTMARK DRIVE, NORTH ON HELIPORT DRIVE, AND NORTH ON AIRCRAFT DRIVE TO THE PROJECT SITE.



BEFORE DOING  
ANY DIGGING  
OR EXCAVATION

CALL FOR FREE UNDERGROUND LOCATION

ALASKA DIGLINE INC.  
ANCHORAGE AREA: 278-3121  
STATEWIDE: 800-478-3121



P.O. BOX 92946  
ANCHORAGE, ALASKA 99509  
907/360-0985  
LICENSE # 102625

LOT K DEVELOPMENT  
K-LOT, LLC  
LOT 1, BLOCK 13, ADA 32370 INTERNATIONAL AIRPORT

						BY
						DESCRIPTION
						DATE
						REVISION

DATE	2.21.2025
PN	10019
GRID	SW1725
SCALE	AS SHOWN
ENGINEER	MAB
DRAFTER	MAB

SHEET TITLE  
NOTES, LEGEND, AND  
ABBREVIATIONS

SHEET NUMBER  
C1.0





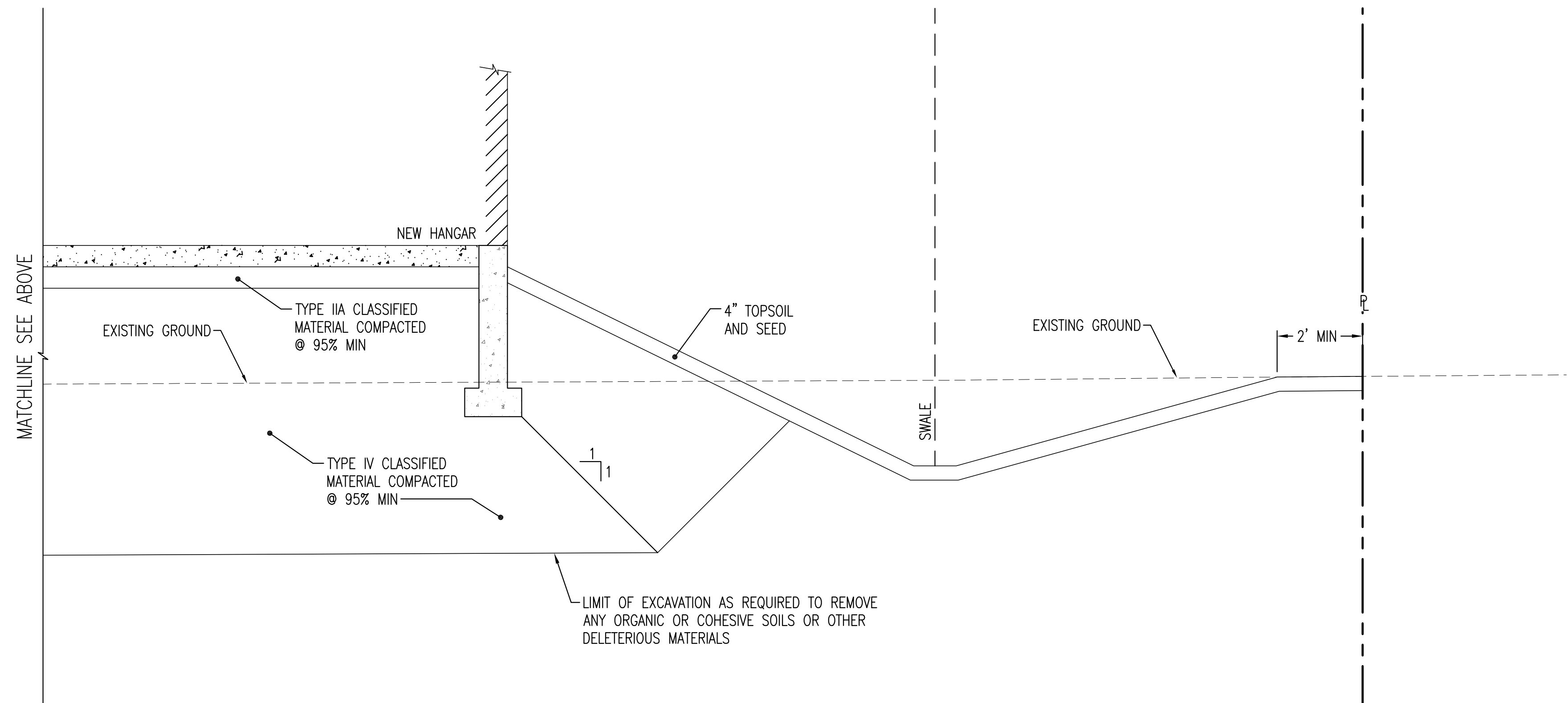
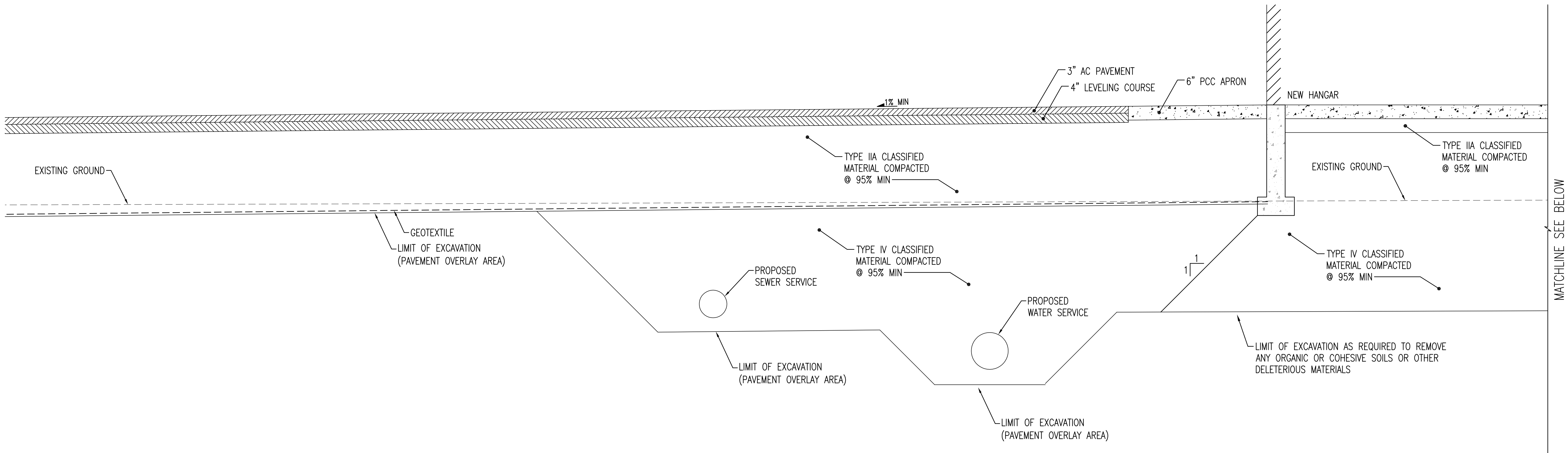
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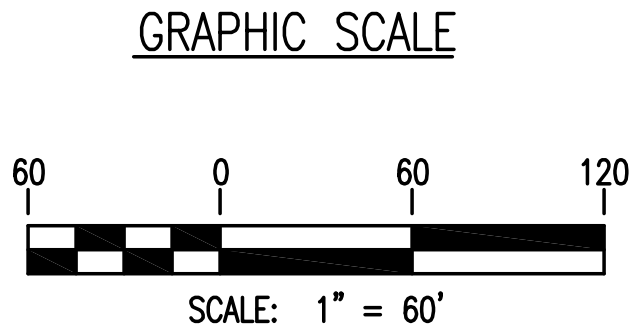






**A**  
**WEST-EAST SITE SECTION**  
C3.0 | C4.0 SCALE: NTS

- NOTE 1: ALL FILL MATERIAL SHALL BE PLACED IN LIFTS NO THICKER THAN 12 INCHES AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM DENSITY DETERMINED BY ASTM D1557.
- NOTE 2: UNCLASSIFIED MATERIAL TO BE FREE OF ICE, ORGANICS, AND OTHER DELETERIOUS MATERIAL WITH NO MORE THAN 20% FINES.
- NOTE 3: EXISTING SOILS THAT QUALIFY AS CLASSIFIED MATERIAL MAY BE USED AS BACKFILL. SUBMIT TEST RESULTS VERIFYING GRADATION OF EXISTING SOIL MATERIAL PRIOR TO PLACING AS BACKFILL.
- NOTE 4: GROUND SURFACE SHALL BE PREPARED TO RECEIVE FILL BY REMOVING VEGETATION, NON-COMPLYING FILL, TOPSOIL, AND OTHER UNSUITABLE MATERIALS, SCARIFYING TO PROVIDE A BOND WITH THE NEW FILL.



**BIG CITY ENGINEERS**

P.O. BOX 92946  
ANCHORAGE, ALASKA 99509  
907/380-0985  
LICENSE # 102825

LOT K DEVEOPMENT  
K-LOT, LLC

LOT 1, BLOCK 13, ADA 32370 INTERNATIONAL AIRPORT

REVISION	DATE	DESCRIPTION	BY

DATE	2.21.2025
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ENGINEER	MAB
DRAFTER	MAB

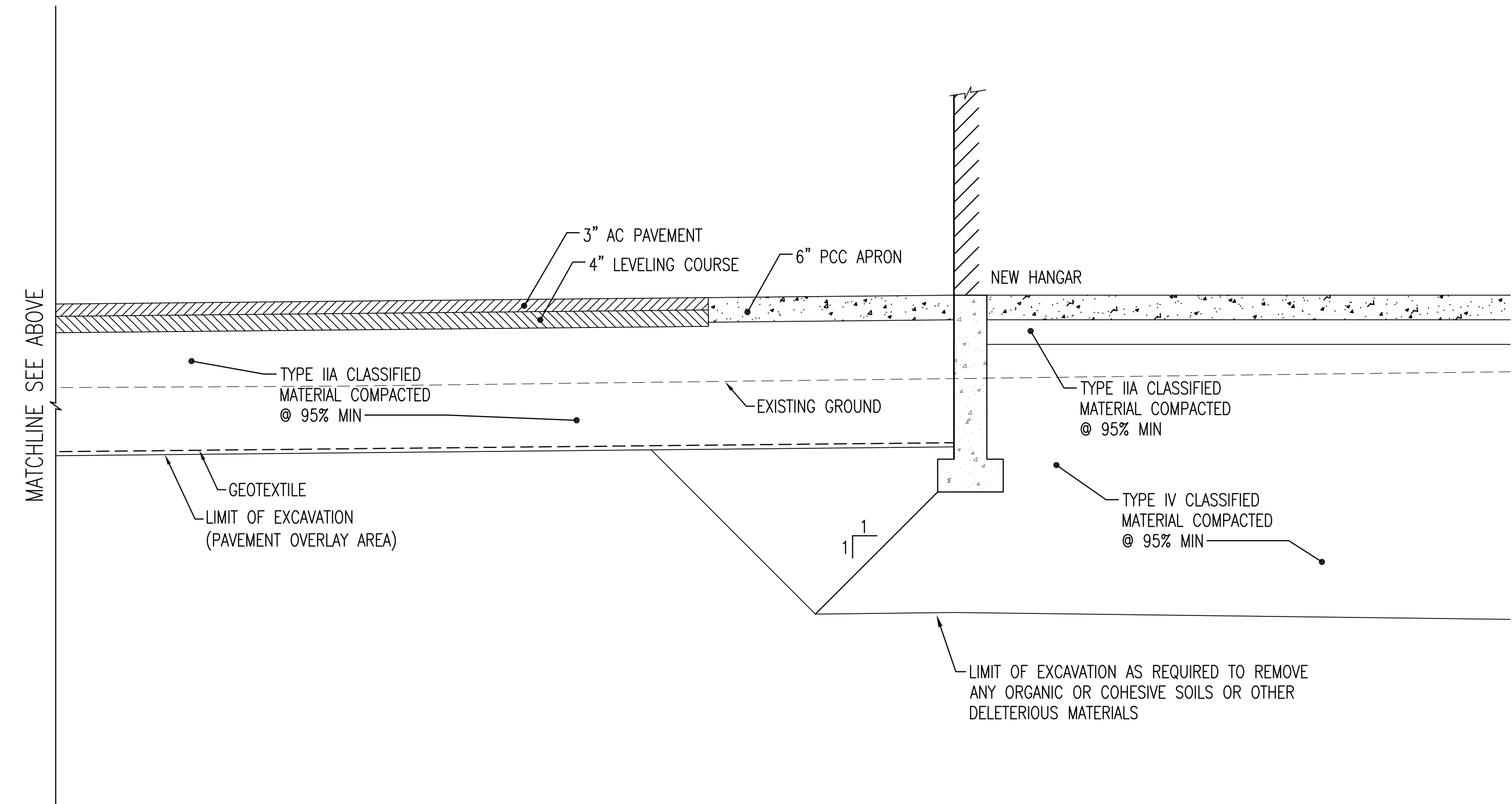
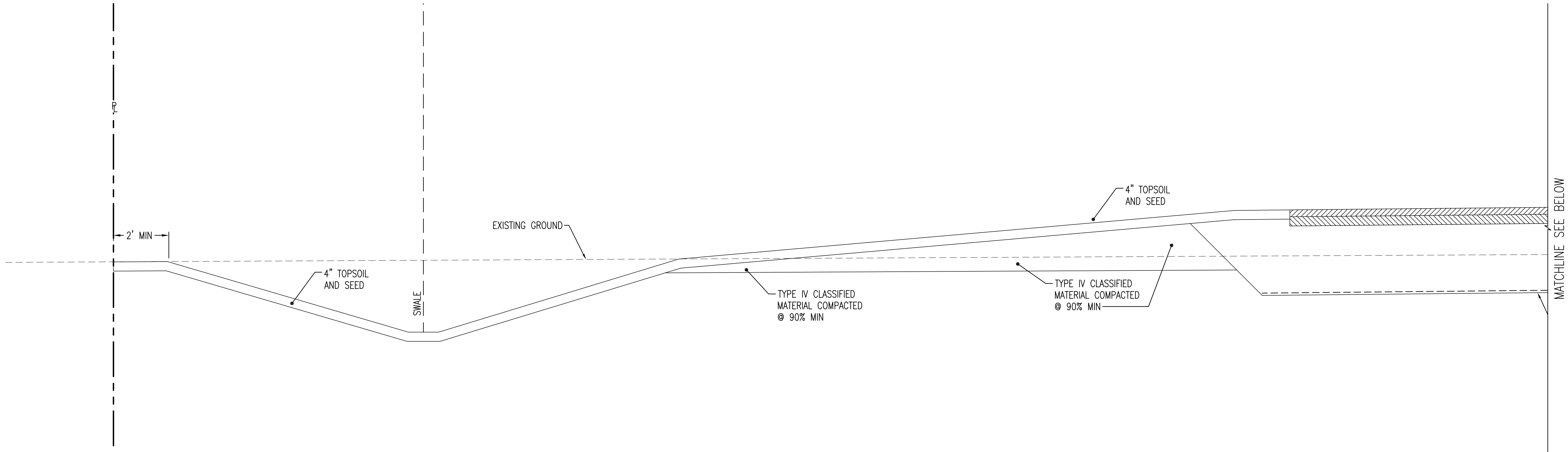
SHEET TITLE

SITE SECTIONS

SHEET NUMBER

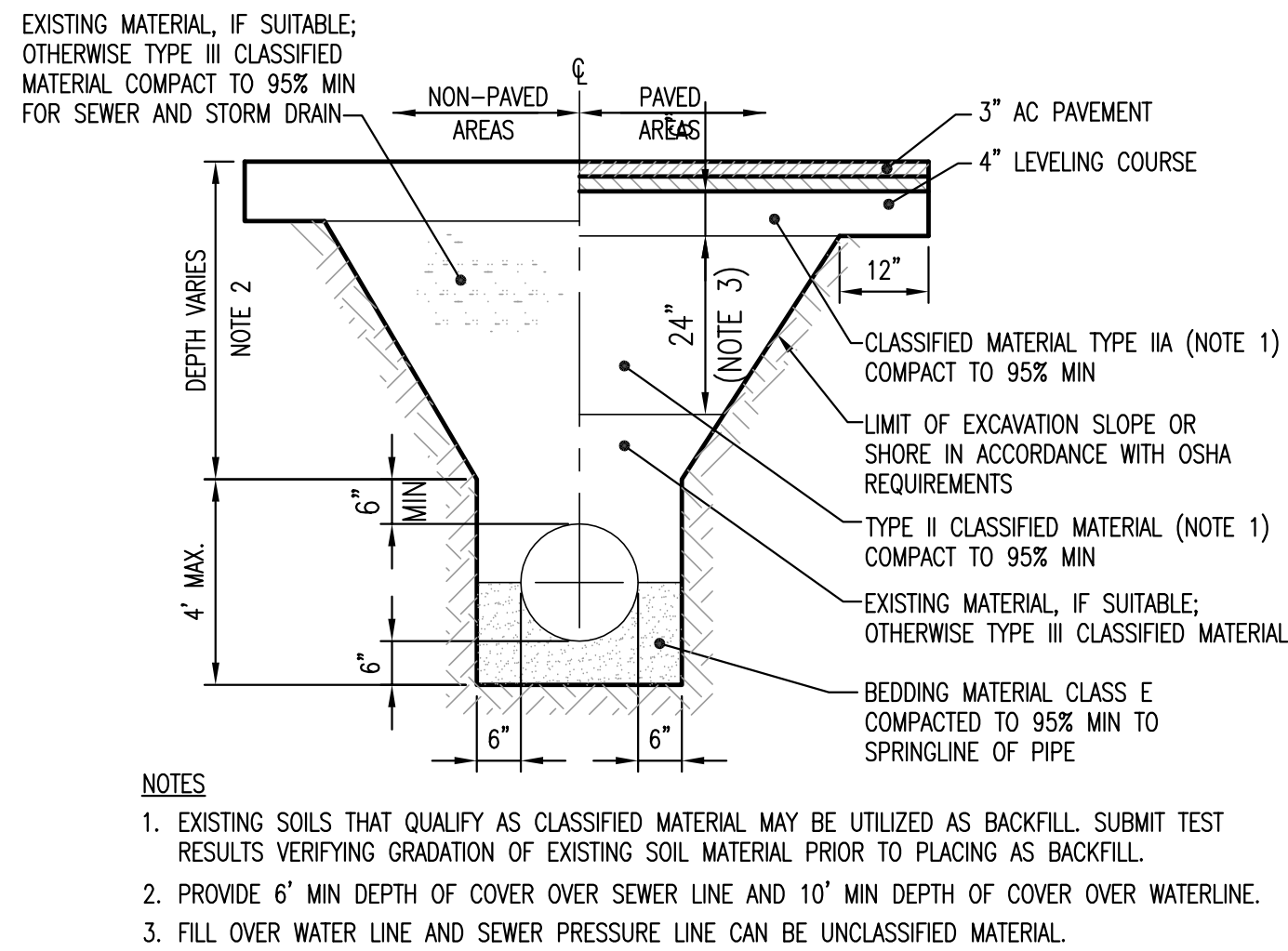
**C4.0**



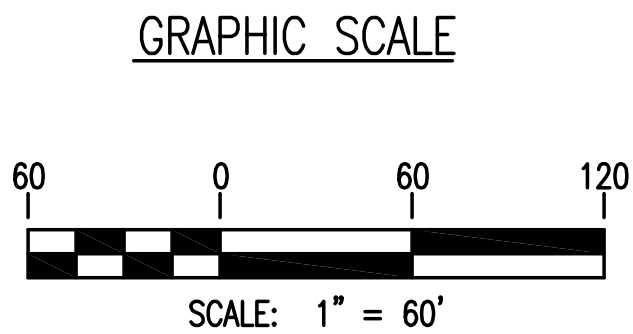


**A**  
**C3.0 | C4.0** NORTH-SOUTH SITE SECTION  
SCALE: NTS

- NOTE 1: ALL FILL MATERIAL SHALL BE PLACED IN LIFTS NO THICKER THAN 12 INCHES AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM DENSITY DETERMINED BY ASTM D1557.
- NOTE 2: UNCLASSIFIED MATERIAL TO BE FREE OF ICE, ORGANICS, AND OTHER DELETERIOUS MATERIAL WITH NO MORE THAN 20% FINES.
- NOTE 3: EXISTING SOILS THAT QUALIFY AS CLASSIFIED MATERIAL MAY BE USED AS BACKFILL. SUBMIT TEST RESULTS VERIFYING GRADATION OF EXISTING SOIL MATERIAL PRIOR TO PLACING AS BACKFILL.
- NOTE 4: GROUND SURFACE SHALL BE PREPARED TO RECEIVE FILL BY REMOVING VEGETATION, NON-COMPLYING FILL, TOPSOIL, AND OTHER UNSUITABLE MATERIALS, SCARIFYING TO PROVIDE A BOND WITH THE NEW FILL.



**1**  
**C4.1 | C4.1** TYPICAL TRENCH SECTION  
SCALE: NTS



REVISION	DATE	DESCRIPTION	BY

DATE	2.21.2025
PN	10019
GRID	SW1725
SCALE	AS SHOWN
ENGINEER	MAB
DRAFTER	MAB