**US Army Corps
of Engineers
Alaska District**

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

Public Notice of Application for Permit

PUBLIC NOTICE DATE:	**February 10, 2025**
EXPIRATION DATE:	**March 12, 2025**
REFERENCE NUMBER:	**POA-2023-00433**
WATERWAY:	**Sitka Harbor**

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. 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 Nicholas Baggett at (907) 227-3124 or by email at nicholas.s.baggett@usace.army.mil if further information is desired concerning this public notice.

APPLICANT: Joseph Bea, City of Sitka, 100 Lincoln Street, Sitka, Alaska, 99835

AGENT: Dowl Environmental Consulting, Josh Grabel, jgrabel@dowl.com

LOCATION:. The project site is located on Japonski Island in Sitka Channel within Section 34 & 35, T. 55 S., R. 63 E., Copper River Meridian; USGS Quad Map Sitka A-5; Latitude 57.0568º N., Longitude -135.3595º W.; at 1190 Seward Avenue, in Sitka, Alaska. Directions: From the Sitka Airport, follow Airport Road toward the City Center, Tum left on Tongass Drive, Tum left on Seward Avenue and follow to the end of the road. Project is located north of the dead-end cul-de-sac.

PURPOSE: The purpose of the project is to provide safe and reliable seaplane access to Sitka by constructing a new SPB and deactivate/decommission the existing 65-year-old base which is at the end of its useful life and in poor condition. The project is needed to address capacity,

safety, operational, and condition deficiencies at the existing SPB, which is located in a congested location with conflicting adjacent uses has insufficient capacity and space to accommodate current and future demand. It has poor, unsafe dock conditions for fueling and maneuvering, is adjacent to a congested sea lane and has only eight docking spaces which are reduced to four during low tide. The current SPB also has wildlife conflicts with a nearby seafood processing plant and requires pilots to navigate a busy channel with ship traffic.

PROPOSED WORK: The project would construct an approximately 3.86-acre gravel pad in uplands, wetlands, and waters of the U.S. on which a haul out ramp and approach dock would be based. The pad would also provide space for vehicle turnaround, parking, basic amenities, curb, vehicle driveway, security fencing, and landscape buffer. Material would be excavated from the side slopes above Sitka Channel to level the proposed fill pad, including from wetlands mapped during the 2020 wetland delineation. The Project would place fill in 0.06 acres of wetlands above HTL, 0.15 acres of intertidal waters between HTL and MWH, and 2.24 acres in marine waters below MHW, resulting in 2.45 acres of fill impacts in WOUS subject to Section 404 of the CWA. Additionally, approximately 0.97 acres of structures below MWH will be placed to support floats, ramps and bridge in marine waters. **(See Individual Permit Application Letter with Attachments 1-3, dated December 3, 2024**.)

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: Avoiding impacts to waters of the U.S. is not practicable. Wetlands and tidal waters are unavoidable due to the size requirements of the fill pad in proximity to deeper waters to meet the project purpose and need. In addition, the existing parcel size above the High Tide Line is not sufficient to accommodate project infrastructure and must be expanded into Sitka Harbor.

b. Minimization: Emphasis has been placed on minimizing unavoidable impacts to waters of the U.S. by limiting fill discharges to the minimum amount and size necessary to achieve the project purpose.

c. Compensatory Mitigation: Approximately 2.45 acres of Section 404 wetlands and waters of the U.S. would be impacted by the proposed fill and excavation activities. Compensatory mitigation would be provided by purchasing credits from a mitigation bank or in-lieu fee program to replace functions lost from impacts to the aquatic resources.

For a complete review of the project's design alternatives, please see Attachment 3, - "Supplemental Information", dated December 3, 2024.

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.

CULTURAL RESOURCES: The lead Federal agency, the U.S. Department of Transportation Federal Aviation Administration is responsible for compliance with the requirements of Section 106 of the National Historic Preservation Act. The U.S. Army Corps of Engineers (Corps) will review the U.S. Department of Transportation Federal Aviation Administration's documentation and either concur with their documentation or continue to work with them until any issues are resolved. A permit for the described work will not be issued until the Section 106 process has been completed and the Corps concurs with the U.S. Department of Transportation Federal Aviation Administration's work or documentation.

ENDANGERED SPECIES: The lead Federal agency, the U.S. Department of Transportation Federal Aviation Administration is responsible for compliance with Section 7 of the Endangered Species Act. The U.S. Army Corps of Engineers (Corps) will review the U.S. Department of Transportation Federal Aviation Administration's documentation and either concur with their documentation or continue to work with them until any issues are resolved. A permit for the described work will not be issued until any and all issues have been resolved involving endangered species and the Corps concurs with the U.S. Department of Transportation Federal Aviation Administration's work or documentation.

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 lead Federal agency, the U.S. Department of Transportation Federal Aviation Administration is responsible for compliance with the requirements of the Magnuson-Stevens Act. The U.S. Army Corps of Engineers (Corps) will review the U.S. Department of Transportation Federal Aviation Administration's documentation and either concur with their documentation or continue to work with them until any issues are resolved. A permit for the described work will not be issued until the Essential Fish Habitat (EFH) review process has been completed and the Corps concurs with the U.S. Department of Transportation Federal Aviation Administration's work or documentation.

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) Perform work in or affecting navigable waters of the United States – Section 10 Rivers and Harbors Act 1899 (33 U.S.C. 403).

(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

December 2, 2024

Nicholas Baggett
ATTN: Kenai Field Office
P.O. Box 6898
JBER, Alaska 99506-0898
Nicholas.S.Baggett@usace.army.mil

Subject: **Individual Permit Application**
POA-2023-00433; Sitka Seaplane Base

Dear Mr. Baggett,

On behalf of the City and Borough of Sitka (CBS), DOWL is submitting an individual permit application to place fill material in wetlands and Sitka Harbor for a proposed Seaplane Base (SPB), west of the City of Sitka, Alaska (Attachments 1 and 2). The new SPB will replace the existing SPB located on the eastern shore of Sitka Channel, near Eliason Harbor and downtown Sitka. The new SPB would be located near 1190 Seward Avenue on the northwest side of Japonski Island, approximately 1.5 miles west of downtown Sitka at 57.0568 North Latitude; 135.3595 West Longitude (Sec. 34 and 35, Township 55S, Range 63E, Copper River Meridian, United States Geological Survey Quadrangle Sitka A5).

Regulatory Setting: The proposed project will involve work in terrestrial wetlands, and intertidal and marine waters of Sitka Harbor under U.S. Army Corps of Engineers jurisdiction per Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. Waters of the U.S. impacted by the proposed project include wetlands.

Purpose and Need: The purpose of the Project is to provide safe and reliable seaplane access to Sitka by constructing a new SPB and deactivate/decommission the existing 65-year-old base which is at the end of its useful life and in poor condition. The project is needed to address capacity, safety, operational, and condition deficiencies at the existing SPB, which is located in a congested location with conflicting adjacent uses has insufficient capacity and space to accommodate current and future demand. It has poor, unsafe dock conditions for fueling and maneuvering, is adjacent to a congested sea lane and has only eight docking spaces which are reduced to four during low tide. The current SPB also has wildlife conflicts with a nearby seafood processing plant and requires pilots to navigate a busy channel with ship traffic.

Please review the provided information at your earliest convenience and deem the application is complete. If you have any questions or require additional information, please contact me by email at jgrabel@dowl.com or by telephone at (907) 562-2000.

Sincerely,
DOWL

Josh Grabel
Environmental Specialist

Attachment(s):
1. ENG Form 4345
2. Figures
3. Supplemental Information

ATTACHMENT 1 – ENG FORM 4345

U.S. Army Corps of Engineers (USACE)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

For use of this form, see 33 CFR 325. The proponent agency is CECW-CO-R.

Form Approved - OMB No. 0710-0003 Expires: 08-31-2023

The public reporting burden for this collection of information, OMB Control Number 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR APPLICATION TO THE ABOVE EMAIL.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
POA-2023-00433			

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)
First - Joseph Middle - Last - Bea	First - Josh Middle - Last - Grabel
Company - City and Borough of Sitka	Company - DOWL
E-mail Address - joseph.bea@cityofsitka.org	E-mail Address - jgrabel@dowl.com
6. APPLICANT'S ADDRESS:	**9. AGENT'S ADDRESS:**
Address- 100 Lincoln St.	Address- 5015 Business Park Blvd #4000
City - Sitka State - Alaska Zip - 99835 Country -	City - Anchorage State - Alaska Zip - 9950 Country - USA
7. APPLICANT'S PHONE NOs. w/AREA CODE	**10. AGENTS PHONE NOs. w/AREA CODE**
a. Residence b. Business 907-747-1803 c. Fax	a. Residence b. Business 907-562-2000 c. Fax

STATEMENT OF AUTHORIZATION

11. I hereby authorize, Josh Grabel to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

SIGNATURE OF APPLICANT — DATE: 12/3/2024

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)
New Sitka Seaplane Base

13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable)
Sitka Harbor	Address 1190 Seward Avenue
15. LOCATION OF PROJECT	City - Sitka State- Alaska Zip- 99835
Latitude: ◦N 57.0568 Longitude: ◦W -135.3595	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

State Tax Parcel ID Municipality City and Borough of Sitka

Section - 34 and 35 Township - 55 South Range - 63 East

17. DIRECTIONS TO THE SITE

From Sitka Airport, follow Airport Road toward the City Center. Turn left on Tongass Drive. Turn left on Seward Avenue and follow to the end of the road. Project is located north of the dead end cul-de-sac.

18. Nature of Activity (Description of project, include all features)

See supplemental information.

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

See cover letter.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

Fill material would be excavated from wetlands, and excavated and discharged to waters of the U.S. for construction of a new seaplane base. Based on the nature of the activity, impacts to waters of the U.S. are unavoidable.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
See supplemental information		

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres 2.45

or

Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

See supplemental information.

24. Is Any Portion of the Work Already Complete? ☐ Yes ☒ No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- SEARHC- 222 Tongass Dr

City - Sitka State - Alaska Zip - 99835

b. Address- U.S. Coast Guard- 611 Airport Road

City - Sitka State - Alaska Zip - 99835

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
See supplemental	Information.				

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT	DATE	SIGNATURE OF AGENT	DATE
	12/3/2024		

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

ATTACHMENT 2 – FIGURES

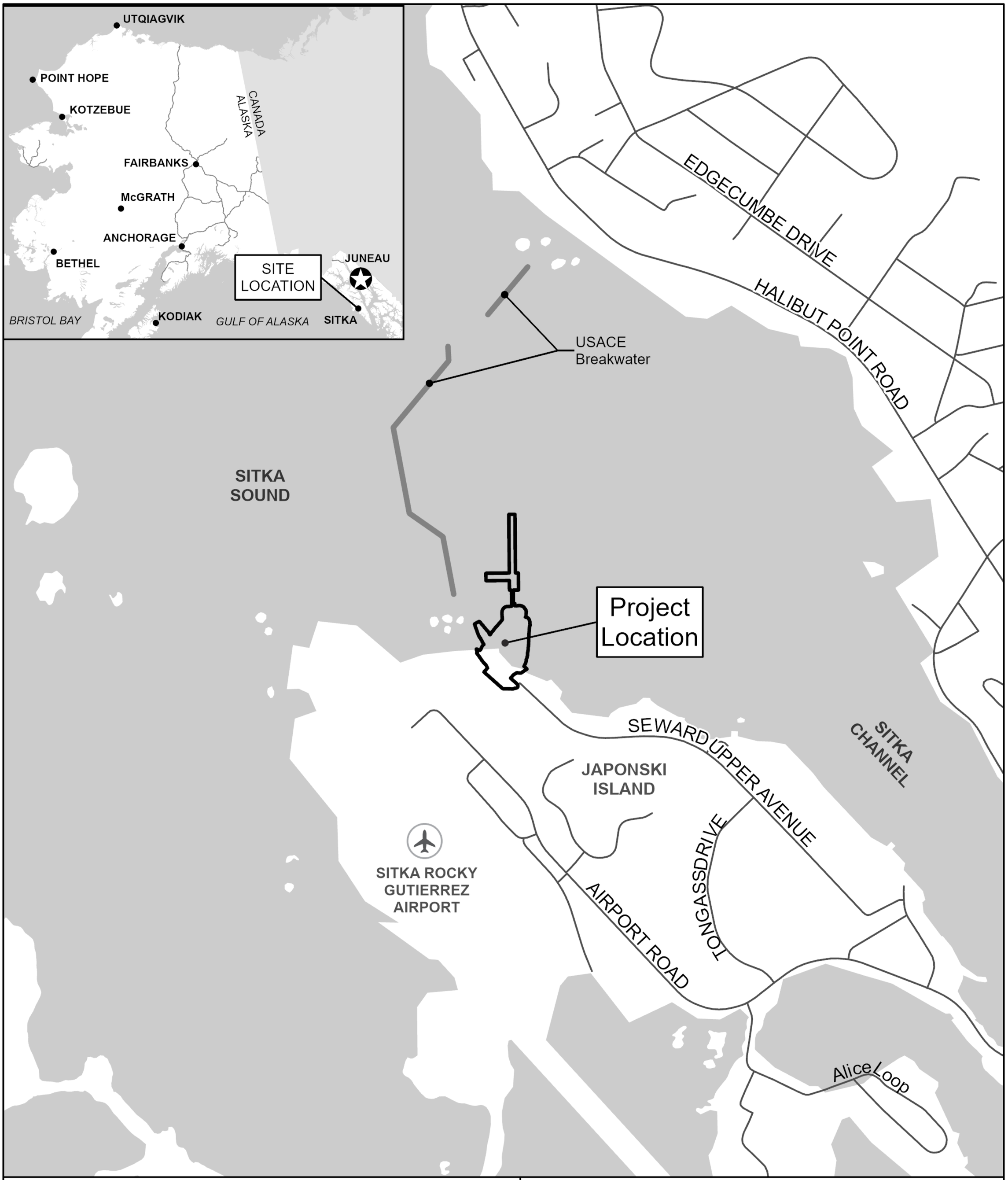

FIGURE 1: Vicinity Map

POA-2020-00370
Applicant: City and Borough of Sitka
Proposed Activity: Sitka Seaplane Base
Section 34-35 T 55 S, R 63 E Copper River Meridian USGS
Lat.: 57.055868° N Long.: 135.364283° W
Sheet: 1 of 6 Date: 11/22/2024

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SITKA CHANNEL

USACE
Breakwater

Seaplane
Ramp Float

-45
-40
-35
-30
-25
-20
-15
-10
-5

Transient/Loading Float

Structure Footprint (below MHW)
• 0.97 acres

Transfer Bridge

A'

Approach Dock

Total Fill - Intertidal Waters
(area between MHW and HTL)
• 0.15 acres

B

Upland Base Parking
Area and Approach

Extent of
Armor Stone

B'

Total Fill - Terrestrial Wetlands
(vegetated area above HTL)
• 0.06 acres

Total Fill - Marine Waters
(area below MHW)
• 2.24 acres

A

Mean High Water (MHW)

Access Drive

High Tide Line (HTL)

Lot
Boundary

FIGURE 2: Plan View - Proposed

POA-2020-00370
Applicant: City and Borough of Sitka
Proposed Activity: Sitka Seaplane Base
Section 34-35 T 55 S, R 63 E Copper River Meridian USGS
Lat.: 57.055868° N Long.: 135.364283° W
Sheet: 2 of 6 Date: 11/22/2024

Lot Boundary
Waterbody
Wetland Impact
High Tide Line (HTL)
Mean High Water (MHW)
Water Depth (feet)

N

Feet
0 100 200

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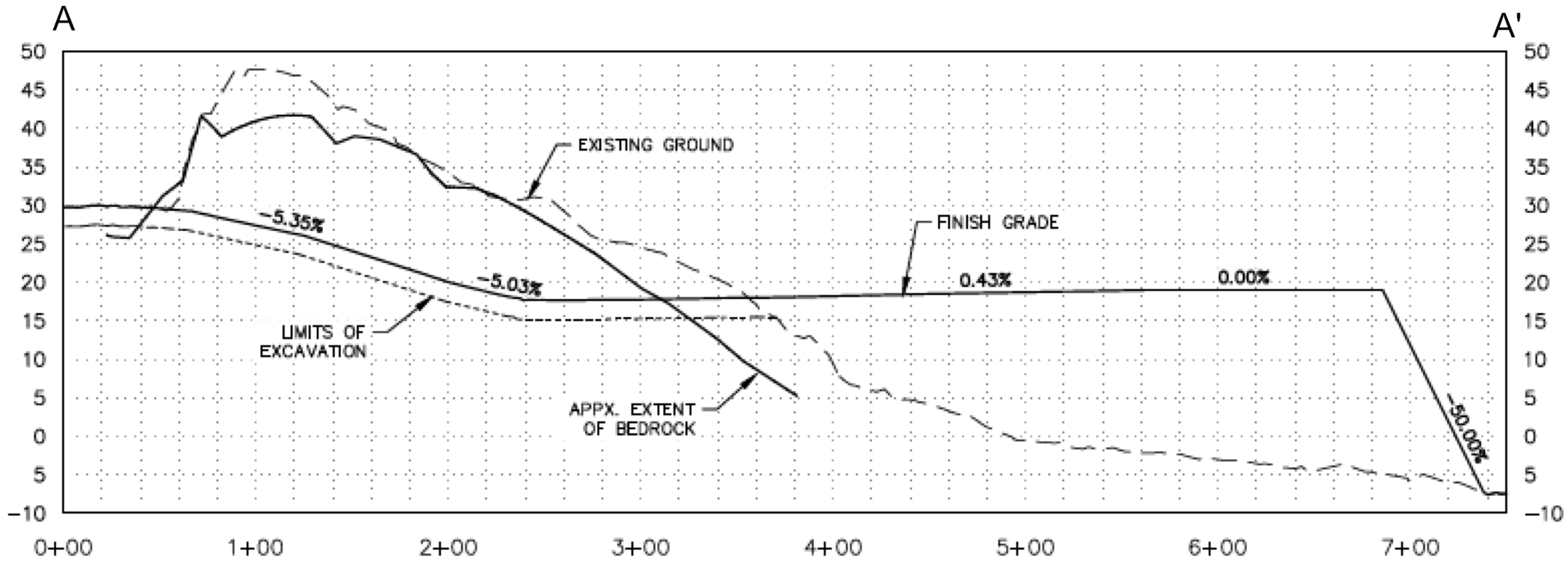


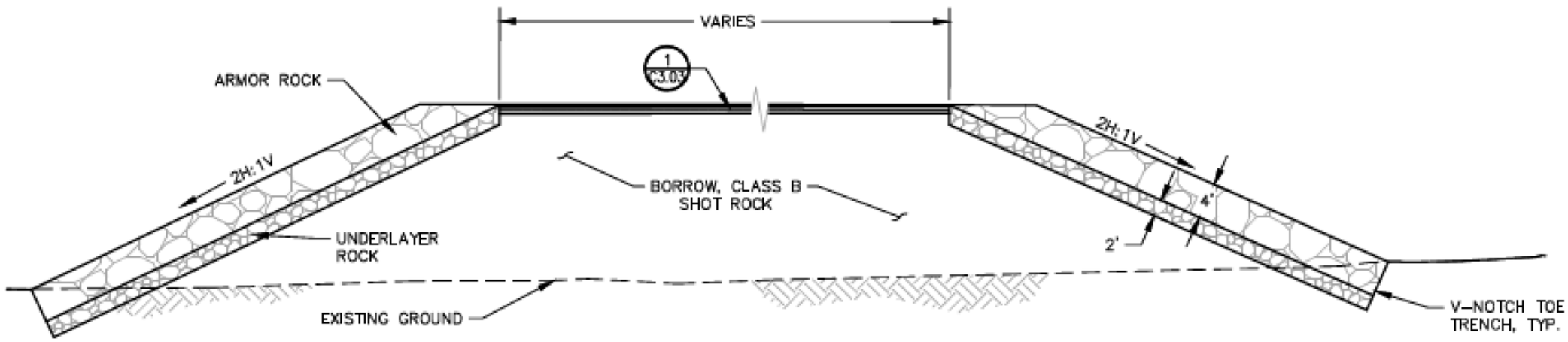
Site Centerline (A-A')

FIGURE 3A: Elevation View

POA-2020-00370
Applicant: City and Borough of Sitka
Proposed Activity: Sitka Seaplane Base
Section 34-35 T 55 S, R 63 E Copper River Meridian USGS
Lat.: 57.055868° N Long.: 135.364283° W
Sheet: 3 of 6 Date: 11/22/2024

B

B'



Uplands Section - Typical (B-B')

FIGURE 3B: Elevation View

POA-2020-00370
Applicant: City and Borough of Sitka
Proposed Activity: Sitka Seaplane Base
Section 34-35 T 55 S, R 63 E Copper River Meridian USGS
Lat.: 57.055868° N Long.: 135.364283° W
Sheet: 4 of 6 Date: 11/22/2024

Concept A
Marine Waters Impact: 0.8 acres
Intertidal Waters Impact: 0.16 acres
Wetlands Impact: 0.06 acres

Concept B
Marine Waters Impact: 0.11 acres
Intertidal Waters Impact: 0.04 acres
Wetlands Impact: 0.05 acres

Concept C
Marine Waters Impact: 0.76 acres
Intertidal Waters Impact: 0.16 acres
Wetlands Impact: 0.06 acres

Concept D
Marine Waters Impact: 1.87 acres
Intertidal Waters Impact: 0.21 acres
Wetlands Impact: 0.06 acres

Concept E
Marine Waters Impact: 1.34 acres
Intertidal Waters Impact: 0.16 acres
Wetlands Impact: 0.06 acres

Concept F
(Preferred Concept)
Marine Waters Impact: 2.24 acres
Intertidal Waters Impact: 0.15 acres
Wetlands Impact: 0.06 acres

FIGURE 4: Concept Alternatives

POA-2020-00370
Applicant: City and Borough of Sitka
Proposed Activity: Sitka Seaplane Base
Section 34-35 T 55 S, R 63 E Copper River Meridian USGS
Lat.: 57.055868° N Long.: 135.364283° W
Sheet: 5 of 6 Date: 11/22/2024

Concept Footprint
Wetland Boundary
High Tide Line (HTL)
Mean High Water (MHW)

N

0 150 300 Feet

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Marine Concept 1
Structure Footprint
below MHW: 1.35 acres

Marine Concept 2
Structure Footprint
below MHW: 1.54 acres

Marine Concept 3
Structure Footprint
below MHW: 1.97 acres

Marine Concept 4
Structure Footprint
below MHW: 1.65 acres

Marine Concept 5
Structure Footprint
below MHW: 2.44 acres

Marine Concept 6
Structure Footprint
below MHW: 1.67 acres

Marine Concept 7
Structure Footprint
below MHW: 1.65 acres

Marine Concept 8
(Preferred Concept)
Structure Footprint
below MHW: 0.97 acres

FIGURE 5: Marine Concept Alternatives

POA-2020-00370
Applicant: City and Borough of Sitka
Proposed Activity: Sitka Seaplane Base
Section 34-35 T 55 S, R 63 E Copper River Meridian USGS
Lat.: 57.055868° N Long.: 135.364283° W
Sheet: 6 of 6 Date: 11/22/2024

Marine Concept Footprint
Mean High Water (MHW)

N

0 350 700 Feet

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ATTACHMENT 3 – SUPPLEMENTAL INFORMATION

Supplemental Information

Block 18- Nature of Activity

The project would construct an approximately 3.86-acre gravel pad in uplands, wetlands, and waters of the U.S. on which a haul out ramp and approach dock would be based. The pad would also provide space for vehicle turnaround, parking, basic amenities, curb, vehicle driveway, security fencing, and landscape buffer (Figure 2) (Note: certain components would be in uplands). Material would be excavated from the side slopes above Sitka Channel to level the proposed fill pad, including from wetlands mapped during the 2020 wetland delineation.

Proposed Action (Current)

The proposed action is to construct a new SPB in Sitka Channel (Figure 3A and 3B) and deactivate the existing SPB (Figure 4). The current proposed action consists of the following:

Marine Components (0.97 acres in waters of the U.S.)

- Seaplane Ramp Float to support 10 Cessna and 4 Beaver seaplane berths
- Transient/Loading Dock
- Drive-Down Float
- Transfer Bridge
- Approach Dock foot approach dock on pile foundation

Fill Material in Section 10/404- Base Parking Area and Approach (2.45 acres in waters of the U.S.)

- Seaplane Haulout Ramp
- Utilities include electricity, water, and lighting
- Security fencing
- 14 Parking spaces
- Vegetative Buffer
- Access Driveway
- Covered Shelter
- Other Services (locations to be determined at next design phase)
    - Aircraft tie-downs
    - Maneuvering room
    - Fire Truck Access
    - Restroom

Table 1. Sitka SPB Project Construction Components

Component	Current Proposed Action
Marine Components	**0.97 acres in WOUS**
Seaplane float with ramps	417 x 46 ft
Transient Loading Float	175 x 56 ft
Drivedown gangway	128 x 68 ft
Transfer Bridge	120 x 12 ft
Approach Dock	80 x 24 ft
Base Parking Area and Approach (acres)	**2.45 acres in WOUS**
Seaplane haul out ramp	230 x 30 ft
Utilities	electricity, water, and lighting
Parking spaces	14
Security fencing	934 ft
Vegetative Buffer (acres)	0.12
Access driveway	200 x 23 ft
Covered waiting area	yes
Other Actions	
Deactivation of Existing SPB	yes
Construction phasing	Upland Base Parking Area and Approach first, then marine components

The Project would place fill in 0.06 acres of wetlands above HTL, 0.15 acres of intertidal waters between HTL and MWH, and 2.24 acres in marine waters below MHW, resulting in 2.45 acres of fill impacts in WOUS subject to Section 404 of the CWA (Figure 2). Additionally, approximately 0.97 acres of structures below MWH will be placed to support floats, ramps and bridge in marine waters.

Block 21. Type of Material Being Discharged and the Amount of Each Type in Cubic Yards

Table 2. Approximate Fill and Structure Quantities

Construction Component	Cut/Fill Type	Area (Acres)	Total Volume (CY)*
Excavation of Wetland	*Cut*	*0.06*	*Cut*
Fill in intertidal waters (Section 404: Area Between HTL ~13' and MHW ~9.16')	*Armor Rock, Underlayment, and Class B Shot Rock*	*0.15*	*1,860*
Fill in marine waters (Sections 10/404: Area below MHW ~9.16')	*Armor Rock, Underlayment, and Class B Shot Rock*	*2.24*	*29,150*
Total		***2.45***	***31,010***
Structures below MHW	*Transfer Bridge, Seaplane Ramp Float*	*0.97*	

Block 23- Description of Avoidance, Minimization, and Compensation

Site selection alternatives: Several design alternatives were considered. FAA seaplane base planning criteria and aviation user input were used to evaluate 12 sites in 2002 for a safe takeoff, landing, taxiing, and docking operations and to accommodate facility needs to adequately address forecast operations capacity.

The 2002 study evaluated sites in four steps:

- Site identification
- Fatal Flaw Screening (including topography, wind characteristics, wave characteristics)
- Conceptual Layouts and Evaluation
- Preferred Alternative Recommendation

Nine sites were determined to have fatal flaw due to topography, wind and wave conditions, and other marine traffic congestion issues. Three sites were identified as reasonable alternatives all located on Japonski Island's northeast shore. Additional site selection analyses conducted in 2012 and 2016 recommended the site at the northeast end of Japonski Island as the Proposed Alternative (DOWL HKM).

Design alternatives:

On-site fill pad alternatives included (Figure 4):

Concept A- is a large fill pad footprint at approximately 2.4 acres in overall size. Concept A included a 2,400 square feet office, waiting shelter, restrooms, and shop. Also included was a 2,400 square feet

building expansion option and 20 vehicle parking stalls. Concept A consists of 0.06 acre of wetland and 1.0 acre of waters of the U.S. Impacts.

Concept B- is the smallest fill pad footprint at approximately 1.1 acres in overall size. The majority of the fill footprint is restricted to the existing parcel with the exception of the seaplane haulout ramp. This concept avoided impacts to the historic bunker. Concept B included only 9 vehicle parking stalls and no waiting shelter. Concept A consists of 0.05 acre of wetland and 0.2 acre of waters of the U.S. Impacts.

Concept C- is a mid-range development footprint at approximately 2.0 acres in overall size. Concept C included a 2,400 square feet office, waiting shelter, restrooms, and shop. Also included was a 2,400 square feet building expansion option and 11 vehicle parking stalls. Concept A consists of 0.06 acre of wetland and 0.9 acre of waters of the U.S. Impacts.

Concept D- is the largest upland development footprint at approximately 3.1 acres in overall size. Concept D included a 600 square feet terminal building with covered shelter, waiting, and restrooms. It included 30 vehicle parking stalls. Concept A consists of 0.06 acre of wetland and 2.1 acres of waters of the U.S. Impacts.

Concept E is the 2nd largest footprint at approximately 2.6 acres in overall size. Concept E included a 200 square feet covered shelter and 15 vehicle parking stalls. Concept A consists of 0.06 acre of wetland and 1.5 acres of waters of the U.S. Impacts.

Concept F is the preferred alternative with 3.9 acres in overall size. Concept F consists of 0.06 acre of wetland and 2.4 acres of waters of the U.S. Impacts. The preferred alternative is the only practicable alternative that meets the project purpose and need, minimizes impacts to intertidal waters between the HTL and MHW, and reaches deeper water necessary for seaplane access. The preferred alternative would improve the safety of seaplane operation in the channel, along with reducing traffic and congestion in Sitka Channel. The preferred alternative would reduce conflicts with marine vessels during landing and takeoff with a relocated seaplane lane. The relocated seaplane lane moves taxi operations into a wider, less congested section of Sitka Channel. Concept F would balance excavation and fill and expand into the channel to shorten the required marine elements, reducing the costs of site development and maximizing the operational and cost efficiency of the site as a self-sustaining SPB.

Different marine concepts included **(Figure 5):**

Marine Concept 1- was originally prepared in 2016 prior to more recent wind and wave studies, thus no wave protection included in concept. Concept 1 consists of 1.35 acres of waters of the U.S. footprint.

Marine Concept 2- entire facility moved offshore into deeper water to eliminate dredging requirement. Floating wave attenuators added. Concept 2 consists of 1.54 acres of waters of the U.S. footprint.

Marine Concept 3- facility has been rotated and located in deeper water to eliminate dredging. Contains floating wave attenuators. Concept 3 consists of 1.97 acres of waters of the U.S. footprint.

Marine Concept 4- is similar to marine concept 3, but with the north wave attenuator detached and moved further from the seaplane float. Concept 4 consists of 1.65 acres of waters of the U.S. footprint.

Marine Concept 5- is similar to marine concept 4, but facility located closer to shore to reduce the access trestle length. Concept 5 consists of 2.44 acres of waters of the U.S. footprint.

Marine Concept 6- is similar to marine concept 4, but transient float relocated to the west side of the facility. Concept 6 consists of 1.67 acres of waters of the U.S. footprint.

Marine Concept 7- is similar to marine concept 6 with a longer and narrower trestle to avoid dredging and north and west floating wave attenuators. Concept 7 consists of 1.65 acres of waters of the U.S. footprint.

Marine Concept 8- is the preferred alternative. This is the 2024 65% design. Concept 8 consists of 0.97 acres of waters of the U.S. footprint. Concept 8 has the smallest structure footprint in Section 404/10 waters and removes the use of wave attenuators.

The 2018 Memorandum of Agreement between USACE and EPA is being followed for avoidance, minimization, and compensation in Alaska for the proposed project.

Avoidance: Avoiding impacts to waters of the U.S. is not practicable. Wetlands and tidal waters are unavoidable due to the size requirements of the fill pad in proximity to deeper waters to meet the project purpose and need. In addition, the existing parcel size above the High Tide Line is not sufficient to accommodate project infrastructure and must be expanded into Sitka Harbor.

- The gravel topped fill pad size requirement is based on the proposed seaplane parking, vehicle parking, Seaplane Haulout Ramp, and maneuvering requirements of multiple vehicles with seaplane operations.
- The wetlands identified during the 2020 wetland delineation are centrally located within the parcel and avoidance is not practical.
- FAA planning criteria for seaplane bases recommends at least 4 feet of water for seaplane bases, necessitating structures out to the required depth in Sitka Harbor.
- No design alterative completely avoided waters of the U.S.

Minimization: Emphasis has been placed on minimizing unavoidable impacts to waters of the U.S. by limiting fill discharges to the minimum amount and size necessary to achieve the project purpose.

Design Methods

- The proposed fill material and seaplane floats in Sitka Harbor are the minimum fill and structures needed to meet the project purpose.
- For fill pad concepts, Concept F had the largest fill footprint in waters of the U.S. while concept B had the smallest fill footprint in waters of the U.S. Ultimately, Concept F was selected based on the size and layout of the fill pad features required to meet the project purpose. All of the features would not fit within a smaller landward footprint and still meet FAA requirements.
- Concept F removed a 2,400 square feet building from the fill pad to reduce impacts to Sitka Harbor. This design change further reduced the fill footprint in waters of the U.S.
- The majority of the parcel 19208000 at 1190 Seward Avenue is uplands except for 0.06 acres of wetlands.
- Marine Concept 8 removed breakwater features and minimized structures in Sitka Harbor.

Construction Methods

- Construction activities would be conducted according to the APDES Alaska Construction General Permit including a SWPPP identifying appropriate BMPs to use during construction to prevent erosion and untreated runoff from reaching nearby waterbodies.

Compensation: The project has been designed to minimize impacts to waters of the U.S. to meet the project purpose and site selection criteria.

- The existing floats and ramps would be removed from the existing seaplane location, but piles would be left in place.
- Approximately 2.45 acres of Section 404/10 wetlands and waters of the U.S. would be impacted by the proposed fill and excavation activities.
- Compensatory mitigation would be provided by purchasing credits from a mitigation bank or in-lieu fee program to replace functions lost from aquatic resources.

Block 26- List of Other Approvals for Work Described in This Application

The following permits would be required:

- DNR (Tideland conveyance)
- Alaska Department of Environmental Conservation (ADEC) (Section 401 CWA; Alaska Pollutant Discharge Elimination System [APDES] General Permit for Discharges from Large and Small Construction Activities/National Pollutant Discharge Elimination System Section 402 Permit)
- CBS (Floodplain Regulation Development Permit)

Additional required consultations and approvals include:

- Alaska State Historic Preservation Officer (SHPO) and Local Indian Tribes, Alaskan Native Villages and Native Hawaiian organizations (National Historic Preservation Act [NHPA] and US Department of Transportation Act Section 4(f))
- NMFS (Endangered Species Act [ESA], Magnuson-Stevens Fishery Conservation & Management Act, Marine Mammal Protection Act [MMPA])
    - Biological Opinion, Incidental Harassment Authorization, EFH Assessment
    - USFWS (ESA, MMPA, Fish & Wildlife Coordination Act)

References

DOWL HKM. 2012. Sitka Seaplane Base. Siting Analysis. Sitka, Alaska. Prepared for City and Borough of Sitka.

DOWL. 2016. Sitka Seaplane Base. Siting Analysis. Sitka, Alaska. Prepared for City and Borough of Sitka.