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

PUBLIC NOTICE DATE:	**01 July, 2025**
EXPIRATION DATE:	**31 July, 2025**
REFERENCE NUMBER:	**POA-2025-00109**
WATERWAY:	**St. Paul 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 Matthew Brody at (907) 201-5023, or by email at Matthew.T.Brody@usace.army.mil if further information is desired concerning this public notice.

APPLICANT: Matt Holmstrom
City of Kodiak
2410 Mill Bay Road
Kodiak, A.K. 99615
907-486-8065, mholmstrom@city.kodiak.ak.us

AGENT: Jessica Ngo
PND Engineers
3240 Eastlake Avenue East
Seattle, W.A. 98102
206-315-6810, JNGO@PNDEngineers.com

LOCATION: The project site is located within Section 6, T. 28 S., R. 19 W., Seward Meridian; Latitude 57.786737º N., Longitude -152.407637º W.; St. Paul Harbor, in Kodiak, Alaska.

PURPOSE: The applicant's stated purpose is to renovate the existing St. Paul Harbor boat launch ramp to prolong its usable lifespan and provide continued access for the public.

PROPOSED WORK: The existing launch ramp, including the ramp planks, foundation, abutment, floats, and anchor piles will be demolished. Construction activities will include a new reconstructed launch ramp that will be rotated 10 degrees northwest of the existing ramp orientation; this will reduce excavation near the toe of the new ramp and mitigate the need for future maintenance. A new pile-supported fish cleaning station platform structure will also be provided as part of the proposed project. The waste chute will be connected to a floating "humpy dumpster" sealed and enclosed waste container, which can be removed and transported to deeper waters outside of the harbor for disposal in accordance with federal, state, and local laws.

Specifically, the work would include:

Float units will be detached from the existing piling and removed with heavy equipment via the existing ramp. These components will be staged on the uplands for removal/disposal from the project site. Three (3) existing 12.75" steel piles and one (1) existing 12.75" timber pile will be removed with a vibratory hammer attached to a crane from the work barge. Ramp panels will be removed using an excavator and/or crane and staged on the uplands for removal/disposal from the site. Existing grade beams will be removed using an excavator and staged on the uplands for removal/disposal from the site.

A bulldozer and/or excavator will be utilized to grade the ramp subgrade. Grade beams will then be placed and connected. Crushed rock fill will be placed between the grade beams. Fill materials for the reconstructed launch ramp will be sourced from project excavation, where possible, or obtained from an established and permitted commercial source offsite. The new concrete deck planks will be installed with the crane. Revetment will be placed according to plans using an excavator. The new approach apron and boarding float abutment will be formed with temporary falsework. Cast- in-place concrete will be installed and finished. The reconstructed launch ramp will consist of two 16-ft lanes with 2-ft rumble strips on each side, for a total useable width of 18 feet per lane, meeting modern boat launch facility standards. Temporary forms/falseworks will be removed. Riprap will be placed around the new ramp at the ramp edges and toe to protect against undermining due to tidal, wave, and other erosive forces.

Float units will be unloaded from the barge and placed into the water. The floats will be interconnected and held in place with anchoring and lashing. New timber boarding floats measuring 8 ft wide will be provided to meet modern accessibility standards. Piles will then be driven through pile hoops on the floats to secure the system in its final location. Approximately 1548 SF of new timber boarding floats will be held in place by four (4) 12.75" diameter anchor piles. The fish waste chute float and humpy dumpster assembly will be positioned for pile driving.

The contractor will drive piles using a vibratory hammer to first refusal or the required minimum embedment, whichever occurs first. Vibratory hammers will be used whenever feasible for driving piles to the required specified embedment depth. If piles do not reach embedment depth, an impact hammer will be used to achieve the required refusal criteria. Launch ramp piles will be driven through boarding float pile hoops as a guide. Temporary template piles are anticipated to guide permanent pile driving for the fish cleaning station deck structure. A total of eighteen (18) temporary 24" or less diameter template piles will be used to facilitate and guide permanent pile installation. The fish cleaning station pile caps and superstructure will be installed following installation of the piles. Waste chute piles will be driven through integrated pile hoop assembly as a guide.

The fish cleaning station decking, railing, tables, roof cover, and waste chute will be constructed following pile installation. The timber deck measuring 33 ft by 25 ft, will be supported by nine (9) 16" diameter piles. This fish cleaning station will include a fish waste chute pinned and supported by two (2) 12.75" piles.

All work would be performed in accordance with the enclosed plan (sheets 1-6), dated December 11, 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: Avoidance of waters of the U.S. was not possible as the proposed project is a launch ramp and needs to be situated within waters.

b. Minimization: The proposed project would impact the minimum amount of waters of the U.S. to meet the purpose and need. Additionally, the following best management practices are proposed:

- Fill/riprap materials placed in WOTUS will be clean blasted rock with relatively few fines to reduce impacts from turbidity and/or sedimentation.
- The launch will be maintained in a manner that does not introduce any pollutants or debris into the harbor or cause a migration barrier for fish.
- Fuels, lubricants, and other hazardous substances used during construction will not be stored below the high tide line.
- Review of best available data on migratory bird nesting will be conducted prior to construction to prevent impacts to protected bird species during clearing (if applicable). If possible, clearing will be performed outside of seasonal nesting windows.
- New floats will be manufactured off site and floated in.
- All manmade construction debris will be collected and not allowed to enter waters of the state.
- Land based equipment will not be operated on the substrate below the waterline.

- Project construction will be completed in compliance with state water quality standards.
- Contractor will check equipment for leaks and other problems that could result in discharge of petroleum- based products, hydraulic fluid, or other material to the waterway.
- Contractors conducting in-water and over-water work, including demolition, will be familiar with implementation of best management practices (BMPs) and permit conditions typical of working in the aquatic environment.
- The contractor will have a spill containment kit, including oil-absorbent materials, on site to be used in the event of a spill or if any oil product is observed in the water.
- Piles will be removed using vibratory extraction to greatest extent possible. Piles which cannot be extracted will be cut below the mudline.
- All pile and floats removed will be disposed of at an appropriate upland facility.
- New piles will be installed using a vibratory hammer with the exception of the trestle piles which will require proofing with an impact hammer.
- All in-water work shall occur during daylight hours only.
- During pile driving operations, the fish cleaning stations inside the small boat harbor will be closed.
- The following BMPs will be utilized to prevent stormwater run-off during construction:
    - Projects impacting more than one acre will have a Stormwater Pollution Prevention Plan (SWPPP) on file with the State.
    - Staking of sensitive areas (if applicable) prior to construction to identify areas to be avoided, including wetlands without planned development.
    - A Stabilized Construction Entrance (a temporary stone-stabilized pad located at points of vehicular ingress and egress on a construction site will mitigate sedimentation and stormwater pollution).
    - Installation of silt fences consisting of a geotextile fabric stretched across and attached to supporting posts, providing a temporary barrier to sediment and reducing the runoff velocities of sheet flow from non-vegetated surfaces.
    - Use of weed-free straw wattles to intercept sheet flow and detain small amounts of sediment from disturbed areas.
    - Establishment of a vegetative cover on disturbed areas by seeding with appropriate seed mixes supported with fertilizer and mulch to protect bare soil and bind the soil with roots, thereby providing long-term erosion control.

c. Compensatory Mitigation: The proposed project is located within a busy harbor in downtown Kodiak where previous disturbance has occurred. Therefore, no compensatory mitigation is proposed.

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 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 within the vicinity of the permit area. KOD-01540 is located approximately 130 feet from the proposed project. 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 determination for the proposed project. This application is being coordinated with the State Historic Preservation Office (SHPO) and Federally recognized Tribes. 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: The project area is within the known or historic range of the endangered Western DPS Steller sea lion (*Eumetopias jubatus*), the proposed sunflower sea star (*Pycnopodia helianthoides*), the threatened Mexico DPS and Western North Pacific DPS humpback whale (*Megaptera novaeangliae*), the endangered Western North Pacific DPS gray whale (*Eshrichtius robustus*), the endangered blue whale (*Balaenoptera musculus*), the endangered sei whale (*Balaenoptera borealis*), the endangered North Pacific right whale (*Eubalaena glacialis*), the endangered fin whale (*Balaenoptera physalus*), the endangered sperm whale (*Physeter macrocephalus*), the endangered short-tailed albatross (*Phoebastria (=Diomedea) albatrus*), and the threatened Alaska breeding population of Steller's eiders (*Polysticta stelleri*).

We have determined the described activity would have no effect on the threatened Mexico DPS and Western North Pacific DPS humpback whale (*Megaptera novaeangliae*), the endangered Western North Pacific DPS gray whale (*Eshrichtius robustus*), the endangered blue whale (*Balaenoptera musculus*), the endangered sei whale (*Balaenoptera borealis*), the endangered North Pacific right whale (*Eubalaena glacialis*), the endangered fin whale (*Balaenoptera physalus*), the endangered sperm whale (*Physeter macrocephalus*), the endangered short-tailed albatross (*Phoebastria (=Diomedea) albatrus*), 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.

We have determined the described activity may affect the endangered Western DPS Steller sea lion (*Eumetopias jubatus*), the threatened Alaska breeding population of Steller's eiders (*Polysticta stelleri*), and the proposed sunflower sea star (*Pycnopodia helianthoides*). We will initiate the appropriate consultation procedures under section 7 of the Endangered Species Act with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service (NMFS). 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 within mapped EFH for the Chinook (*Oncorhynchus tshawytscha*), chum (*Oncorhynchus keta*), coho (*Oncorhynchus kisutch*), pink (*Oncorhynchus gorbuscha*), and sockeye (*Oncorhynchus nerka*) salmon.

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. If applicable this application will be 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:

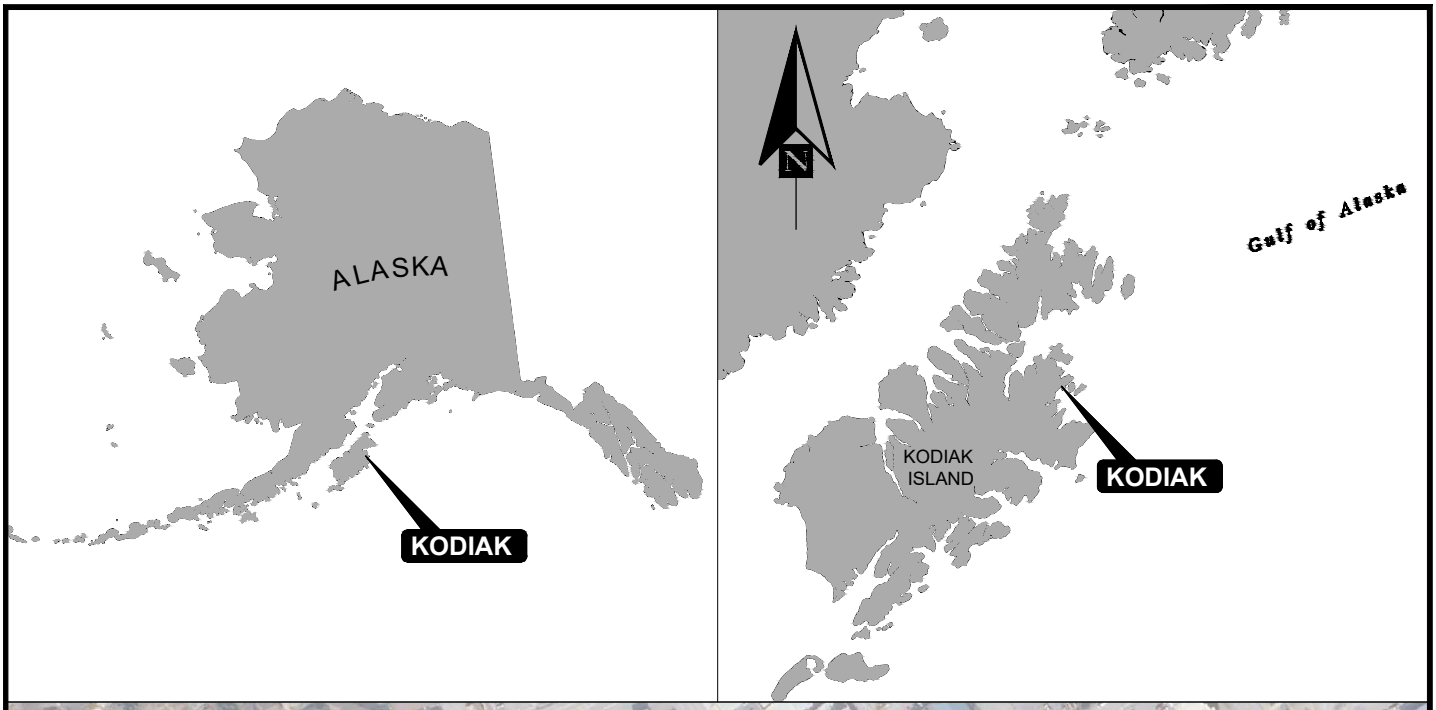
(X) Perform work in or affecting navigable waters of the United States – Section 10 Rivers and Harbors Act 1899 (33 U.S.C. 403).

(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



TIDAL LEVELS	
HIGH TIDE LINE (HTL)	+13.40 FT
MEAN HIGHER WATER (MHW)	+7.77 FT
MEAN LOWER LOW WATER (MLLW)	+0.00 FT

PROPOSED ACTIVITY:
TO REPLACE EXISTING FLOATS, PILES, PLANKS, APRON, REVETMENT, AND PROVIDE FISH CLEANING STATION

DATUM: MLLW 0'

SEC. 32 T.27S R19W SEW.
LAT: 57.786737
LONG: −152.407937

VICINITY MAP

CITY OF KODIAK
403 MARINE WAY
KODIAK, AK 99615

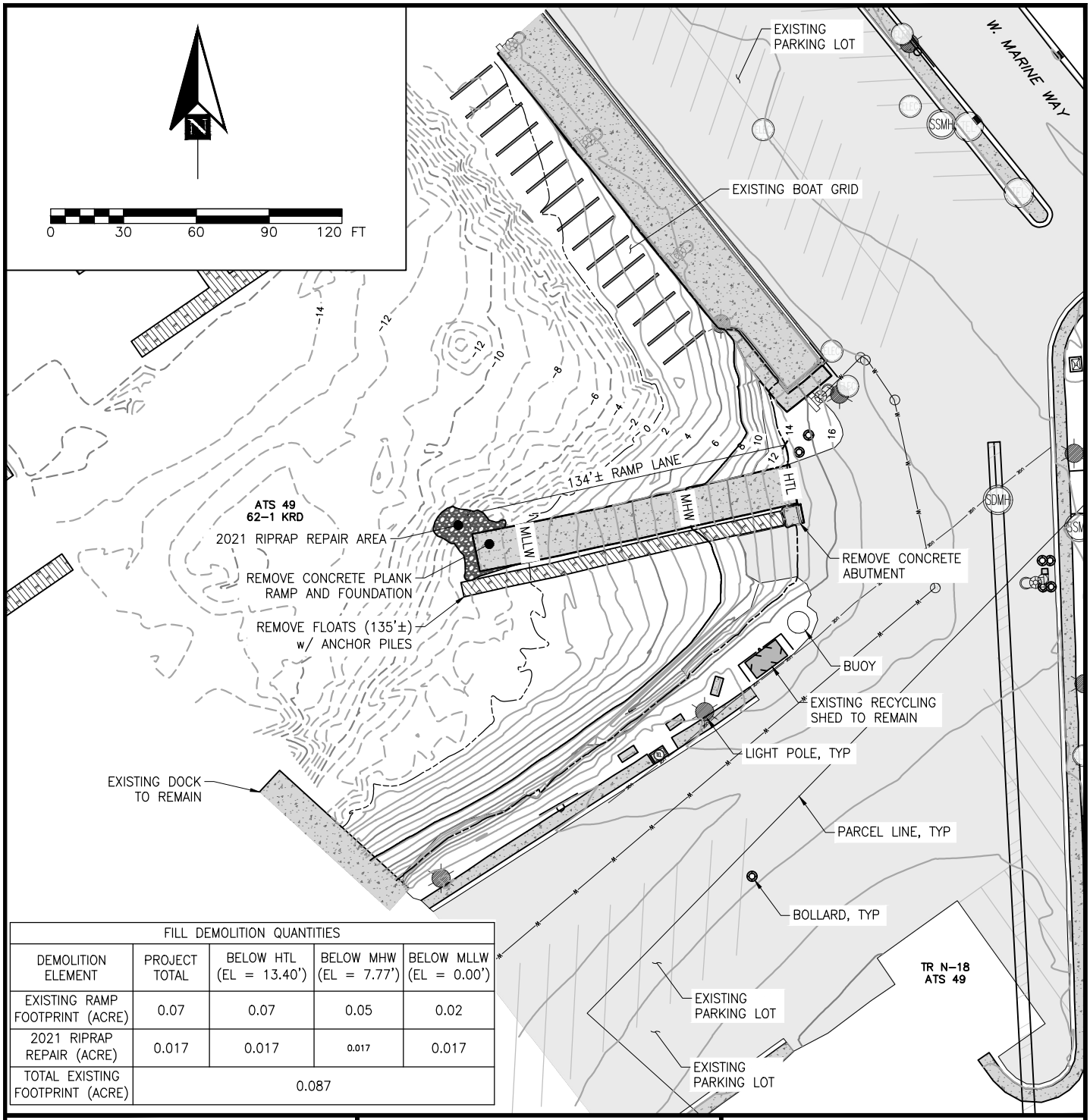
CITY OF KODIAK
ST PAUL HARBOR LAUNCH RAMP RENOVATION

POA−1971−00044

IN: ST PAUL HARBOR
BY: CITY OF KODIAK, AK

DEC 11, 2024 SHEET **1** of **6**

PND CAD File: J:\2024\241080 St. Paul Harbor Kodiak\Drawings\USACE\01 Vicinity Map.dwg, Dec 11 2024, REV0



FILL DEMOLITION QUANTITIES				
DEMOLITION ELEMENT	PROJECT TOTAL	BELOW HTL (EL = 13.40')	BELOW MHW (EL = 7.77')	BELOW MLLW (EL = 0.00')
EXISTING RAMP FOOTPRINT (ACRE)	0.07	0.07	0.05	0.02
2021 RIPRAP REPAIR (ACRE)	0.017	0.017	0.017	0.017
TOTAL EXISTING FOOTPRINT (ACRE)	0.087			

PROPOSED ACTIVITY:
TO REPLACE EXISTING FLOATS, PILES, PLANKS, APRON, REVETMENT, AND PROVIDE FISH CLEANING STATION

DATUM: MLLW 0'

SEC. 32 T.27S R19W SEW.
LAT: 57.786737
LONG: -152.407937

EXISTING SITE PLAN

CITY OF KODIAK
403 MARINE WAY
KODIAK, AK 99615

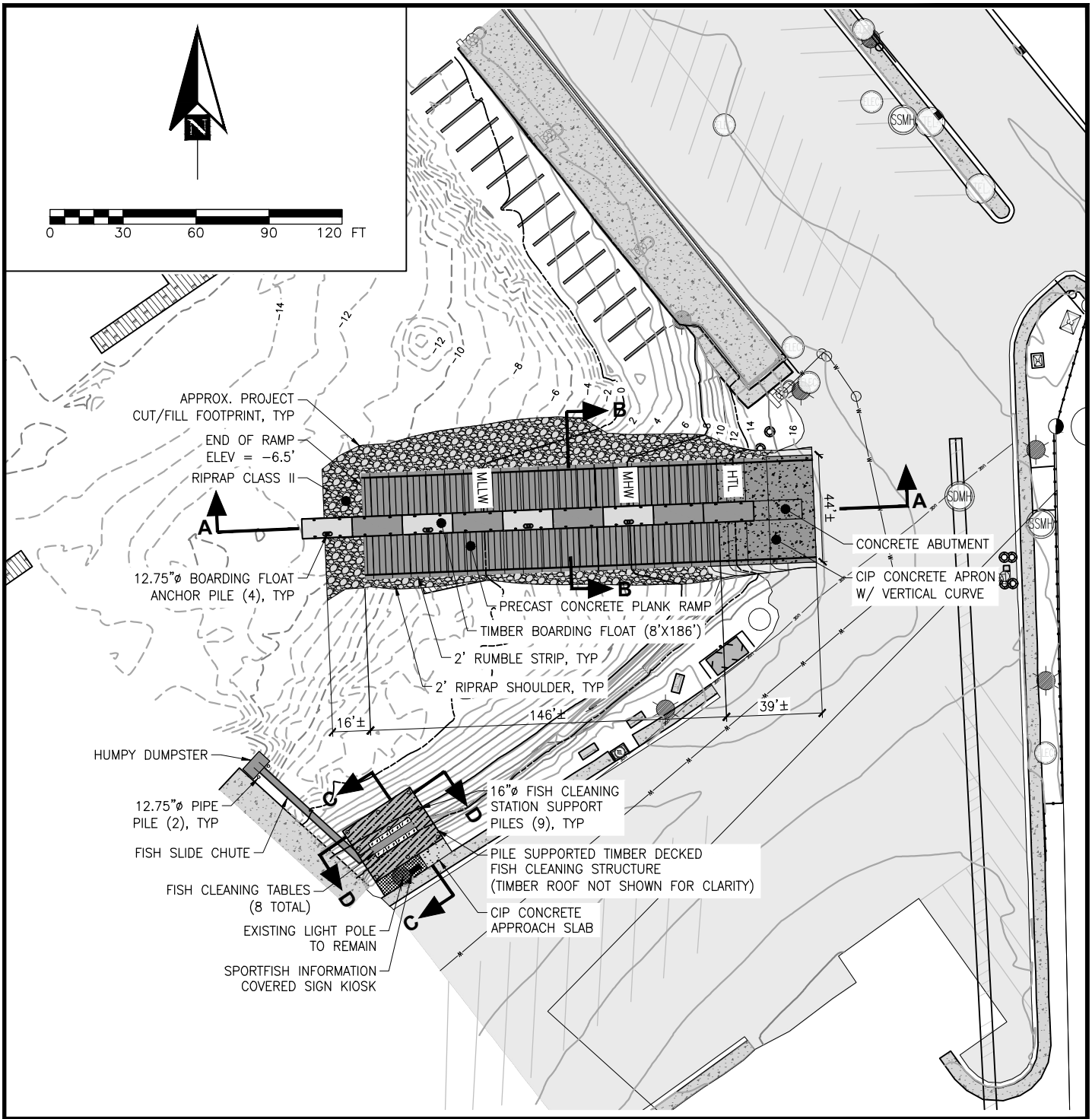
CITY OF KODIAK
ST PAUL HARBOR LAUNCH RAMP RENOVATION

POA-1971-00044

IN: ST PAUL HARBOR
BY: CITY OF KODIAK, AK

DEC 11, 2024 SHEET **2** of **6**

PND CAD File: J:\2024\241080 St. Paul Harbor Kodiak\Drawings\USACE\02 Existing Site Plan.dwg, Dec 11 2024, REV0



PROPOSED ACTIVITY:
TO REPLACE EXISTING FLOATS, PILES, PLANKS, APRON, REVETMENT, AND PROVIDE FISH CLEANING STATION

DATUM: MLLW 0'

SEC. 32 T.27S R19W SEW.
LAT: 57.786737
LONG: −152.407937

NEW SITE PLAN

CITY OF KODIAK
403 MARINE WAY
KODIAK, AK 99615

CITY OF KODIAK
ST PAUL HARBOR LAUNCH RAMP RENOVATION

POA−1971−00044

IN: ST PAUL HARBOR
BY: CITY OF KODIAK, AK

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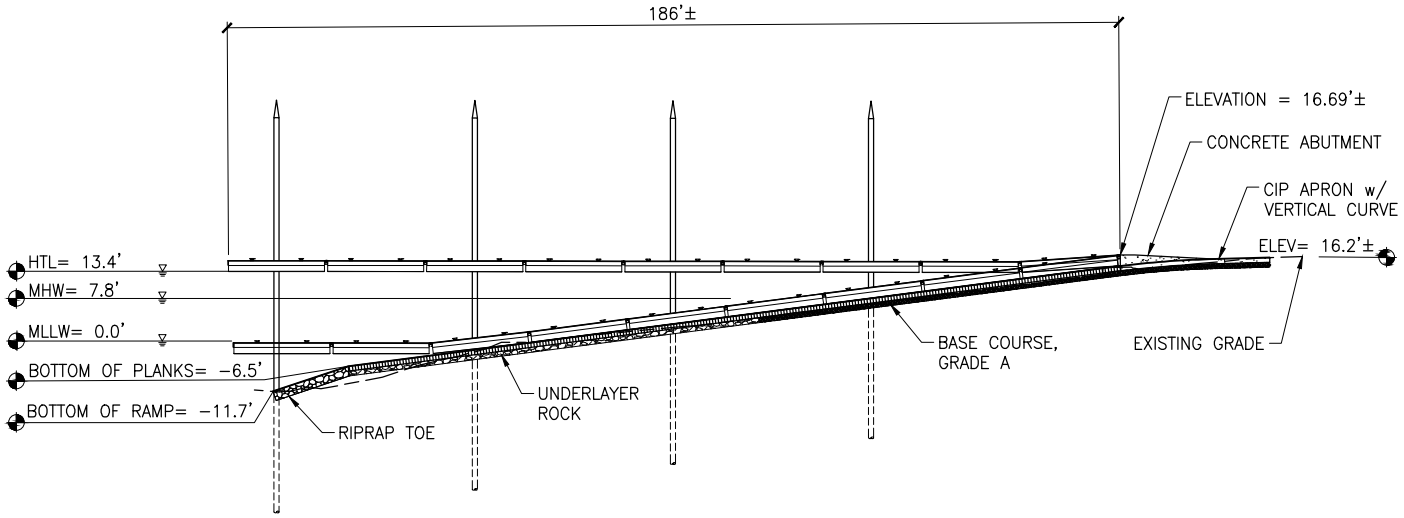
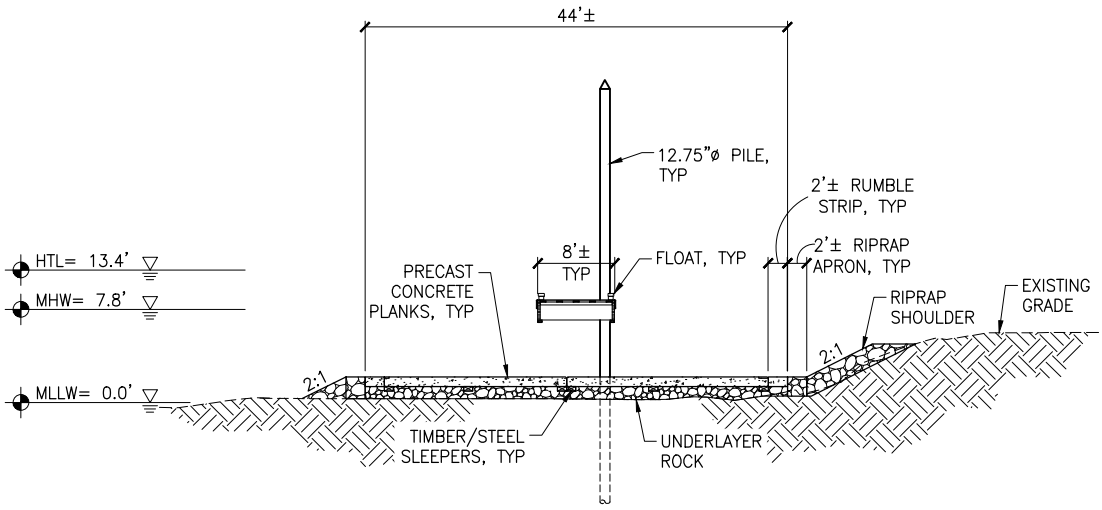
PND CAD File: J:\2024\241080 St. Paul Harbor Kodiak\Drawings\USACE\03 New Site Plan.dwg, Dec 11 2024, REV0



LAUNCH RAMP SECTION A-A

1H:1V



LAUNCH RAMP SECTION B-B

NTS

PROPOSED ACTIVITY:
TO REPLACE EXISTING FLOATS, PILES, PLANKS, APRON, REVETMENT, AND PROVIDE FISH CLEANING STATION

DATUM: MLLW 0'

SEC. 32 T.27S R19W SEW.
LAT: 57.786737
LONG: −152.407937

LAUNCH RAMP SECTIONS

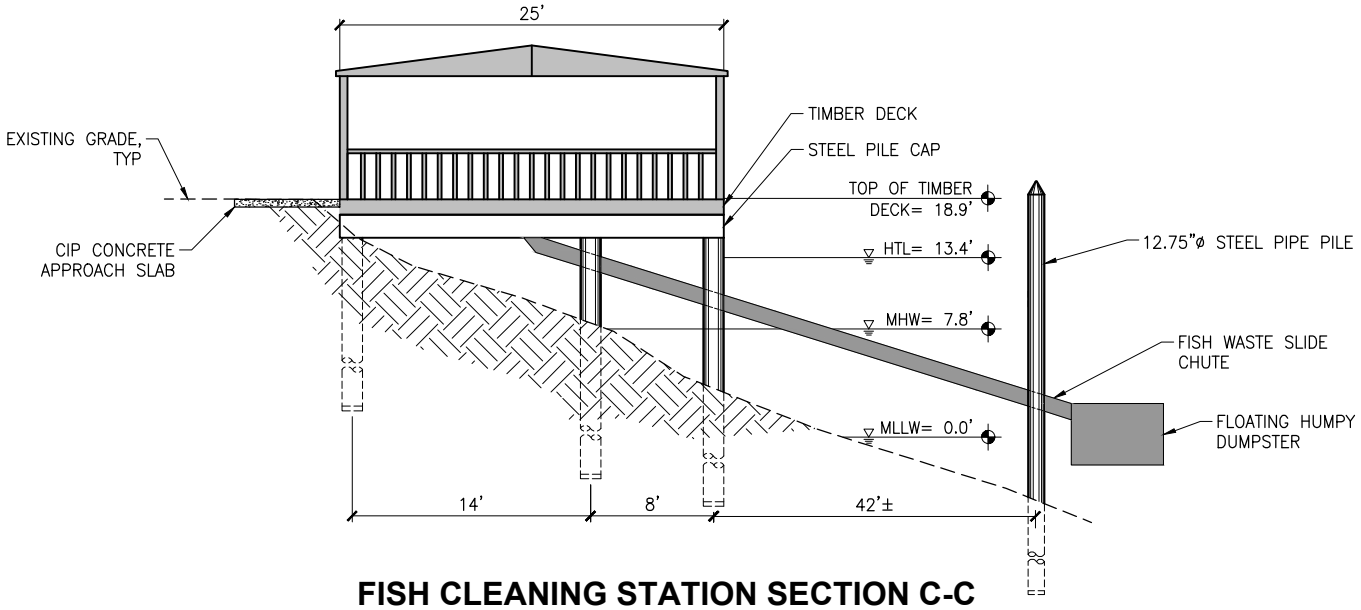
CITY OF KODIAK
403 MARINE WAY
KODIAK, AK 99615

CITY OF KODIAK
ST PAUL HARBOR LAUNCH RAMP RENOVATION

POA−1971−00044

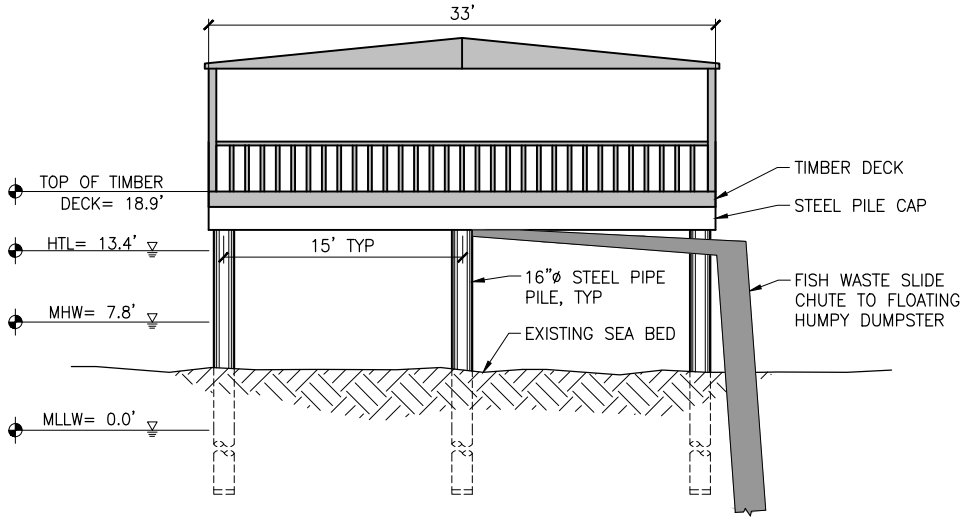
IN: ST PAUL HARBOR
BY: CITY OF KODIAK, AK

DEC 11, 2024 SHEET **4** of **6**



FISH CLEANING STATION SECTION C-C

NTS



FISH CLEANING STATION SECTION D-D

NTS

PROPOSED ACTIVITY:
TO REPLACE EXISTING FLOATS, PILES, PLANKS, APRON, REVETMENT, AND PROVIDE FISH CLEANING STATION

DATUM: MLLW 0'

SEC. 32 T.27S R19W SEW.
LAT: 57.786737
LONG: -152.407937

FISH CLEANING STATION SECTIONS

CITY OF KODIAK
403 MARINE WAY
KODIAK, AK 99615

CITY OF KODIAK
ST PAUL HARBOR LAUNCH RAMP RENOVATION

POA-1971-00044

IN: ST PAUL HARBOR
BY: CITY OF KODIAK, AK

DEC 11, 2024 SHEET **5** of **6**

STRUCTURAL DEMOLITION QUANTITIES				
	PROJECT TOTAL	BELOW HTL (EL = 13.40')	BELOW MHW (EL = 7.77')	BELOW MLLW (EL = 0.00')
CONCRETE RAMP PLANK (SF)	2,144	2,144	1,414	334
TIMBER FLOAT (SF)	806	806	618	170
CONCRETE ABUTMENT (EACH)	1	0	0	0
ROUND 12.75" STEEL PILES (EACH)	3	3	2	1
ROUND 12.75" TIMBER PILE (EACH)	1	1	0	0

NEW FILL AND EXCAVATION FOOTPRINT				
	PROJECT TOTAL	BELOW HTL (EL = 13.40')	BELOW MHW (EL = 7.77')	BELOW MLLW (EL = 0.00')
NEW LAUNCH RAMP FOOTPRINT (ACRE)	0.31	0.27	0.21	0.11

NEW FILL AND EXCAVATION QUANTITIES				
	PROJECT TOTAL	BELOW HTL (EL = 13.40')	BELOW MHW (EL = 7.77')	BELOW MLLW (EL = 0.00')
EXCAVATION (CY)	354	280	234	144
GRANULAR FILL (CY)	238	238	222	146
UNDERLAYER ROCK (CY)	166	166	166	94
BASE COURSE GRADING A (CY)	183	122	40	0
BASE COURSE GRADING D-1 (CY)	25	5	0	0
RIPRAP (CY)	281	278	245	170
APRON/ABUTMENT CAST-IN-PLACE CONCRETE (CY)	57	9	0	0
PRECAST CONCRETE PLANKS (SF)	159	106	35	0
RAMP CONCRETE PLANKS (CY)	239	239	179	82
TIMBER BOARDING FLOATS (SF)	1548	1465	1110	631

NEW STRUCTURES AND PILES DRIVEN IN TIDAL WATERS						
PILE TYPE AND LOCATION	CONSTRUCTION METHOD	PROJECT TOTAL	UPLAND	BELOW HTL (EL = 13.40')	BELOW MHW (EL = 7.77')	BELOW MLLW (EL = 0.00')
FISH CLEANING STATION FOOTPRINT (ACRE)		0.03	N/A	0.02	0.01	0.00
STEEL 12.75" ROUND PILE (LAUNCH RAMP)	VIBRATORY & IMPACT	4	0	4	3	2
STEEL 12.75" ROUND PILE (FISH CLEANING STATION)	VIBRATORY & IMPACT	2	0	2	2	2
STEEL 16" ROUND PILE (FISH CLEANING STATION)	VIBRATORY & IMPACT	9	3	6	4	0
STEEL 18" TEMPORARY TEMPLATE PILE (FISH CLEANING STATION)	VIBRATORY	18	6	12	8	0

PROPOSED ACTIVITY:
TO REPLACE EXISTING FLOATS, PILES, PLANKS, APRON, REVETMENT, AND PROVIDE FISH CLEANING STATION

DATUM: MLLW 0'

SEC. 32 T.27S R19W SEW.
LAT: 57.786737
LONG: -152.407937

QUANTITIES

CITY OF KODIAK
403 MARINE WAY
KODIAK, AK 99615

CITY OF KODIAK
ST PAUL HARBOR LAUNCH RAMP RENOVATION

POA-1971-00044

IN: ST PAUL HARBOR
BY: CITY OF KODIAK, AK

DEC 11, 2024 SHEET **6** of **6**

PND CAD File: J:\2024\241080 St. Paul Harbor Kodiak\Drawings\USACE\06 Quantities.dwg, Dec 11 2024, REV0