

Airport Field Maintenance Storage Yard Expansion

Project CFAPT00131

Environmental Assessment

Appendix F

Resource Categories Not Analyzed

Environmental impact categories determined to be non-issues

DOT&PF has determined the following resource categories to be non-issues because they do not exist within the proposed project area or have no potential to be impacted by the proposed action.

Air Quality

DOT&PF anticipates the proposed project would not exceed National Ambient Air Quality Standards. The project area is not located within a non-attainment area for priority pollutants. No substantial source of emissions is within the scope of the proposed activity. The MOA Environmental Health Services department monitors air quality within Anchorage at the airport. The typical air quality index is “good” within the area. In 2003, TSAIA conducted an Air Toxics Monitoring Study. No inordinate or atypical values were reported in the canister data (MOA 2003). No air quality issues associated with projects of a similar scope and purpose were identified. The proposed work is not anticipated to be a source of air quality effects. The proposed project may reduce emissions by cutting down on vehicle idling and transport to and from storage areas located further away.

Coastal Resources

The Alaska Coastal Management Program (ACMP) expired by operation of Alaska Statutes 44.66.020 and 44.66.030 on June 30, 2011. As a result, the ACMP was withdrawn from the National Coastal Management Program on July 1, 2011, and Alaska no longer has a Coastal Zone Management Act (CZMA) program. Because a federally approved coastal management program must be administered by a state agency, no other entity may develop or implement a federally approved coastal management program for the State.

The proposed project would not occur in or impact the Coastal Barrier Resource System as defined by USFWS.

Climate

FAA has no specific environmental impact guidance for this category at the present time.

Land Use

The proposed project is not associated with land use consequences such as community disruption, business relocation, socioeconomic impacts or critical habitat alterations. No noise thresholds are exceeded. A discussion of wetland impacts is included in the EA.

Socioeconomics, environmental justice and children's environmental health and safety

The proposed project area is located within the TSAIA boundary and no residents or businesses would be displaced by constructing or operating the expanded AFM storage pad. The nearest residential neighborhood does not have reported substantial concentrations of minority or low income populations (MOA 2002, The Green Book 2012). Residents of this neighborhood maintain strong stakeholder relationships with TSAIA and ADOT&PF. Complex land use interrelationships exist among DOT&PF, MOA and local residents proposed. DOT&PF proposed projects undergo a collaborative communications process including with local community councils. DOT&PF anticipates the proposed project would not have substantial effects on minority or disadvantaged populations.

Farmlands

Prime and Unique Farmland is assessed by the US Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Survey. The USDA NRCS Web Soil Survey does not contain data pertaining to this area (April 18, 2017). The proposed project site wetlands soil types are not prime and unique farmland soils.

Flood Plains

Review of the Federal Emergency Management Agency (FEMA) Flood Rate Insurance Map (FIRM) (April 2018) shows the proposed project area is in Zone X, an area determined to be outside the 0.2% annual chance floodplain. Lake Hood, located approximately 1,000 feet to the south, is designated Zone A with a 0.2% annual chance of flood.

Light Emissions & Visual Effects

The expanded AFM storage yard would require surrounding lighting for practical and security related reasons. The emissions from the lights are not anticipated to significantly contribute to the existing light emissions from the TSAIA complex. No high-intensity bright lights would be used during construction or operations at the yard.

The proposed action would not substantially affect aesthetics in the area. Filling the existing wetlands would remove green space. However, the proposed project area is not highly utilized for visual, aesthetic, or recreational purposes as it is located within the previously-developed TSAIA complex. The proposed project would not constitute a departure from existing development and zoning requirements within the area.

Natural Resources and Energy Supply

The proposed action would not cause demands that would exceed available or future natural resource or energy supplies. The AFM storage area would require relatively little energy expenditure once constructed.

Noise and compatible land use

The proposed project is located within the TSAIA complex that is subject to significant aircraft and maintenance noise that is monitored and regulated by DOT&PF and FAA. Numerous noise analyses have been conducted for airport operations under which this project applies. In 2015, TSAIA completed a Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study, including noise exposure mapping and a noise abatement programs (ANC 2015). As a storage yard, DOT&PF anticipates the proposed project would not substantially contribute to existing noise levels within the airport area once operational. Construction the proposed project is not anticipated to exceed the threshold of significance.

USDOT Transportation Act Section 4(f)

Section 4(f) of the US DOT Act protects publicly owned recreation lands and historic sites, including National Historic Landmarks (NHL) from “use” by federal transportation projects and programs. The land within the proposed project area is currently incorporated into the TSAIA transportation facility, and does not qualify as a Section 4(f).

Wild and Scenic Rivers

There are no rivers within one-quarter mile of the project area. There are no rivers on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction near the project.