

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable:
Port of Kalama – T-Barge Dock Project
2. Name of applicant:
Port of Kalama
3. Address and phone number of applicant and contact person:

Applicant:
Port of Kalama
110 West Marine Drive
Kalama, WA 98625
Phone: 360-673-2325
Contact: Tabitha Reeder
E-mail: treeder@portofkalama.com

Agent:
PND Engineers, Inc.
1736 Fourth Avenue South, Suite A
Seattle, WA 98134
Phone: 206-624-1387
Contact: Nicole White
E-mail: nwhite@pndengineers.com

4. Date checklist prepared:
April 3, 2018
5. Agency requesting checklist:
City of Kalama
6. Proposed timing or schedule (including phasing, if applicable):
Construction in Fall/Winter 2018 with completion in Spring 2019.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
No
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
JARPA, Critical Areas Report, Shorelines Narrative, and Biological Evaluation
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
No
10. List any government approvals or permits that will be needed for your proposal, if known.
 - **SEPA Determination**
 - **City Shoreline Substantial Development**
 - **City Shoreline Conditional Use Permit**
 - **City Critical Areas Permit**
 - **USACE Section 10 Permit (Rivers and Harbors Act)**
 - **Coast Guard Private Aids to Navigation**
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

BRIEF DESCRIPTION:

The T-Barge Dock Project proposed at the Port of Kalama is intended to provide berthing and cargo loading and unloading for three to five commercial boats in the range of 40 to

65 feet long. A short pier and gangway will provide access to the floating dock for forklifts and crews.

After project construction, the Port will lease the dock to the local commercial company that delivers ship stores and transports crewmembers. Ship stores include inventory carried on-board a ship to meet its daily requirements, such as food, water, general supplies, medical supplies, safety supplies, spare parts, etc. Pedestrians and forklifts will use the pier and gangway for crew access and to safely and efficiently move ship supplies between the land and the moored vessels.

There will be no additional barge or ship traffic produced as a result of this project. This project will reduce fuel consumption, reduce river miles travelled by the delivery boats, and therefore will reduce the carbon footprint.

FULL DESCRIPTION:

Upland Area

Approximately 0.03 acres of the upland parcel adjacent to the dock will be used for staff vehicle parking and a truck loading/unloading area for cargo. This area is currently graveled and will be maintained as a graveled surface. Stormwater currently drains away from the river and toward the roadway, and the proposed project will maintain this flow direction.

Pier

The proposed cast-in-place concrete wall abutment and concrete deck (90 square feet) will support the landward portion of the pier. Construction will require equipment such as excavators, dump trucks, concrete trucks, compaction machines, delivery trucks, and forklifts. The river level is lower than the work area, and BMPs will be in place so that uncured concrete will not be allowed to enter the water.

Access to the floating barge dock will be from a 12-foot wide, 49.5-foot long, stationary pier supported by seven, 18-inch-diameter steel pipe piles. Four of the piles will be located above OHW and three will be located below OHW. Pier framing will consist of steel beam stringers and a fully grated deck of about 516 square feet. The decking material will be specified during a later design phase and will have at least 25 percent functional grating. Pier components will likely be manufactured offsite, and assembled on site. A steel-beam pile cap will be welded to the top of the piles.

Gangway Ramp

The 11 feet, 4-inches-wide by 100-foot-long gangway with a through-truss frame, handrails, and deck grating made of aluminum. The decking material will be specified during a later design phase and will have at least 25 percent functional grating.

T-Barge Dock

The floating structure is a "T" shaped pontoon that the Port will re-purpose. It is constructed entirely of steel with a depth of 12 feet. Its draft is about 6 to 9 feet, with a freeboard of 6 feet. The main section's length is 151 by 20 feet, and the end tee is 67 by 20 feet for a total surface area of 4,360 square feet.

The pontoon was originally built to transport sections for the new SR-520 Bridge from Grays Harbor to Lake Washington. Three 24-inch-diameter steel pipe spud piles will be used to anchor the T-barge. When the barge arrives, the spud piles will be lowered to sink into the substrate under their own weight, so they will not be driven into place. A steel-frame hoist structure and various small mechanical and electrical equipment will be mounted to the existing deck. The barge dock will be ballasted with either City water or sand to achieve the desired draft and freeboard. Water for ballast will not be taken from or released into the Columbia River.

When water levels are at MLLW, the depth from the bottom of the barge dock to the riverbed is estimated at a minimum of 4 feet at the northeast corner. Commercial boats using the dock will be approximately 44, 55, or 63 feet long with a 4.5-foot draft, so they have drafts that are shallower than the T-barge dock. Dredging will not be necessary to maintain water depths.

Utilities

Lighting will be installed on the pier, gangway, and T-barge that will automatically turn on at night and will be directed at areas necessary for safe working conditions. There are existing streetlights in the vicinity from Hendrickson Drive and from the adjacent marina lighting.

A new 3-inch waterline will be extended from the south end of the marina and along Hendrickson Drive. Water and electrical services will extend along the pier and gangway and onto the barge dock. Electrical service will be provided from an existing transformer immediately across Hendrickson Drive. Potable water will originate from a water main located near the Port offices, southwest of the existing marina.

Pier, Gangway, and Piling Installation

The pier will be constructed onsite, and the gangway will be prefabricated, delivered and installed. A barge-mounted derrick crane will install the piles and will set the prefabricated gangway onto the pier and T-barge. An additional storage barge, tugboat, and small tender boat will likely be on the water during construction. It is anticipated that all seven pier piles will be installed with a vibratory hammer and then driven to depth and proofed for bearing capacity with an impact hammer.

MITIGATION:

Log Boom and Log Storage Area

Three, existing, 24-inch hollow steel piles and log boom on the south side of the existing log storage area will be moved 50 feet northward to create a space for the new T-barge, gangway, and pier. This will reduce the log storage area by about 11,000 square feet.

The Port estimates that the log storage area is used by the tenant at least 50 percent of the time. The reduction in the log storage area will be maintained as a reduction for the life of the T-barge in that location.

Orphan Piles

Approximately 10 orphan piles near the shoreline will be removed to construct the project. This will reduce the in-water and benthic impact areas by about 9 square feet.

SUMMARY:

Structure	Dimensions (feet)	Area (square feet)	Decking Material
<i>Waterward of OHW</i>			
Barge Dock	(20' x 67') + (20' x 151')	4,360	Solid
Portion of Pier	12' wide (diagonal to shoreline)	300	100% Grated
Gangway	11'4" x 100' (12 ft overlap w/dock)	994	100% Grated
Move 3 Existing Piles	24" diameter	(9.4 - no net gain)	Not Applicable
Install 3 New Pier Piles	18" diameter	5.3	Not Applicable
Lower 3 Non-Driven New Spud Piles	24" diameter	9.4	Not Applicable
Reduce Log Storage Area	---	- 11,000	Not Applicable
Remove Approx. 10 Orphan Piles	1' diameter	- 8.8	Not Applicable
		<i>Net Area Waterward of OHW = - 5,340 sf</i>	
<i>Landward of OHW</i>			
Concrete Landing and Decking	---	90 sf	Solid
Portion of Pier	---	294 sf	100 % Grated
Install 4 New Piles	18" diameter	(7.1 sf beneath pier)	Solid
		<i>Net Area Landward of OHW = + 391 sf</i>	
<i>Net Area of Entire Project</i>	<i>= - 4,949 sf</i>		

Notes:

() = Not included in net area sum.

There will be 100% grating on the pier and gangway decks. Functional-grating area for the will be at least 25%.

Construction Sequencing

All construction will most likely be done in one continuous phase over 10 to 12 weeks. Pier piles will be driven before the pier is constructed, and the gangway will be installed after pier and T-barge float are in place. The contractor will determine the rest of the construction sequencing.

Concrete Details

All concrete work will comply with the 2012 International Building Code and the 2013 Washington State Amendments (IBC). Formwork and falsework will be designed by professional engineer licensed in the state of Washington and approved by the Port of Kalama's project engineer of record. The formwork will be mortar-tight. Concrete forms will be pre-fabricated to the extent possible to minimize onsite construction.

The concrete abutment and wall will be above OHW and will be constructed when river levels are below the work area. Reinforcing steel will be placed inside the forms, and the forms and reinforcing steel will be inspected prior to placing concrete. Concrete will be delivered to the site, placed, and vibrated using hand-held vibration wands to ensure a homogeneous finish. Finishing, curing and form removal will be completed per the relevant codes and specifications.

Concrete and construction materials will not enter the water because BMPs will be implemented. A boom will be placed around the work area and near the shore surrounding the abutment structure to avoid impacts to the aquatic environment.

Pile Installation Details

This project requires three existing 24-inch-diameter steel log-boom piles to be relocated, ten wooden orphan piles to be removed, and seven 18-inch-diameter hollow-steel piles to be installed to support the pier; three pier piles will be installed between OHW and MLLW, and four pier piles will be installed above OHW. Installing the 7 pier piles is estimated to occur over a period of seven days. Additionally, three 24-inch-diameter steel pipe spud piles will be used to anchor the T-barge. When the barge arrives, it will be moved into the plan location and anchored into place with the spud piles. The spud piles will not be driven, but will be lowered to sink into the substrate under their own weight.

It is anticipated that all seven pier piles will be installed with a vibratory hammer to tip elevations of about 20 feet below the mudline, then they will be driven for another 10 to 20 feet with an impact hammer to obtain bearing-capacity data (pile proofing). The designer estimates this will require an estimated 1,000 blows per pile. It is estimated that each pile will require about 60 minutes of impact-hammer proofing. A bubble curtain will be deployed when using the impact hammer to attenuate underwater sound-pressure levels (see Appendix B). No noise attenuation will be used during vibratory pile driving, because it does not generate enough noise to cause injury to listed fish or marine mammals.

A soft-start technique will be used for both vibratory and impact-hammer pile driving to allow aquatic species to leave the work area before full energy is used to drive piling. For vibratory pile driving, the contractor will initiate noise for 15 seconds at 40 to 60 percent reduced energy, followed by a 1-minute waiting period. This procedure will be repeated

two additional times before full energy is applied. The soft-start procedure will be conducted prior to driving each pile if vibratory installation stops for more than 30 minutes. For impact driving, the contractor will be required to use an initial set of three strikes at 40 percent energy, followed by a 1-minute waiting period, then two subsequent three-strike sets (NMFS 2012).

Orphan Pile Removal

Orphan piles will be removed by extracting with a vibratory hammer. If the pile breaks, the remaining portion will be removed if it is less than 2 feet below the sediment surface. Any remaining holes will be filled with clean sand. Orphan piles will be taken to an approved disposal site because they may contain creosote.

Secondary Project Features

Construction activities associated with this project include material staging, storage, and a temporary soil storage area for soils excavated from pier abutment construction. Construction materials and supplies will be stored either on the work barge or on the upland parcel.

Excavated soil from abutment construction will be stockpiled on the upland parcel until the area around the concrete wall abutment is backfilled. The estimated 60 to 70 cubic yards of excess soils will be covered with plastic to prevent erosion and will eventually be removed from the site to be placed on Port property. No traffic detours will be necessary.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located across from 380 West Marine Drive in Kalama, Washington, Cowlitz County and is in Quarter SW, Section 17 of Township 6 North, Range 1 West of the Willamette Meridian. The project is also within the 170800030306 6th field Hydraulic Unit Code and Water Resources Inventory Area 27 (Kalama/Lewis watersheds).

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site:

The Port extends along the east bank of the Columbia River from RM 72 to RM 77 and is located west of Interstate 5. The proposed pier will be located near the marina at RM 75.2 on approximately 0.50 acres of land owned by the Port (parcel

number 41335. The aquatic land where the dock will be moored is within Waters of the State. The Port has a Port Management Agreement (PMA) with the Washington Department of Natural Resources at this location.

The upland portions of the project area have been previously filled to approximately 23 feet in elevation using the Columbia River Datum (CRD). The riverbank is at about a 1:1 slope or steeper. Ordinary high water (OHW), according to the Corps is 12.0 feet CRD, and mean lower low water (MLLW) is -2.0 feet CRD. The 100-year flood elevation in the area is 19.7 feet CRD. The project area is located outside of the influence of salt water from the ocean, but it is influenced by tides. The waterward portion of the proposed dock is approximately 700 feet from the federal navigational channel.

(circle one): **Flat**, rolling, hilly, steep slopes, mountainous, other

b. What is the steepest slope on the site (approximate percent slope)?

The riverbank is at about a 1:1 slope or steeper.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Sand and gravel

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no surface indications of instability.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

No fill or excavation is required.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The portion of the project above OHW consists of a steep, riprapped slope along the riverbank with little vegetation, and the upland has an impervious surface of gravel with no vegetation in the riparian buffer. The pier and its back wall will be constructed in this area, covering a total of 376 square feet.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

No

2. AIR

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Short-term emissions from construction activities are expected throughout the project. Increases in emissions are not anticipated from the project.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Construction equipment will not unnecessarily idle when not in use, in order to reduce emissions. This project will reduce fuel consumption and will reduce river miles travelled by the delivery boats and will therefore reduce carbon emissions.

3. WATER

- a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The site is located north of a constructed berm in the Columbia River at river mile 75. The Columbia River is a State Shoreline of Significance.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Project site is along the Columbia River. See attached plans.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

The project does not entail fill or excavation below the OHWM.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Site is submerged in the floodway of the Columbia River.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No

- b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.
No waste material will be discharged into the ground.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

There is no change to stormwater flow as part of this project.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.
No

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

No proposed measures. Stormwater will continue to infiltrate in the upland with drainage maintained toward the road and away from the river.

4. PLANTS

a. Check the types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

grass

pasture

crop or grain

Orchards, vineyards or other permanent crops.

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Sparse, weedy vegetation near the fixed pier.

c. List threatened and endangered species known to be on or near the site.

There are no listed plant species on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None

- e. List all noxious weeds and invasive species known to be on or near the site.

None

5. ANIMALS

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, osprey, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other: eulachon, sturgeon, marine mammals

- b. List any threatened and endangered species known to be on or near the site.

Listed, Proposed, and Candidate Species and Critical Habitat:

Species, ESU, or DPS	Federal Status	Critical Habitat in Action Area?
NMFS Jurisdiction		
Chinook Salmon (<i>Onchorhynchus tshawytscha</i>)		
Lower Columbia River Chinook ESU	Threatened	Designated
Upper Willamette River Chinook ESU	Threatened	Designated
Upper Columbia River Spring-run Chinook ESU	Endangered	Designated
Snake River Spring-run Chinook ESU	Threatened	Designated
Snake River Fall-run Chinook ESU	Threatened	Designated
Chum Salmon (<i>Onchorhynchus keta</i>)		
Columbia River Chum Salmon ESU	Threatened	Designated
Coho Salmon (<i>Onchorhynchus kisutch</i>)		
Lower Columbia River Coho Salmon ESU	Threatened	Designated
Sockeye Salmon (<i>Onchorhynchus nerka</i>)		
Snake River Sockeye DPS	Endangered	Designated
Steelhead (<i>Onchorhynchus mykiss</i>)		
Lower Columbia River Steelhead DPS	Threatened	Designated
Upper Willamette River Steelhead DPS	Threatened	Designated
Middle Columbia River Steelhead DPS	Threatened	Designated
Upper Columbia River Steelhead DPS	Threatened	Designated
Snake River Basin Steelhead DPS	Endangered	Designated
North American Green Sturgeon Southern DPS (<i>Acipenser medirostris</i>)	Threatened	No
Eulachon (Columbia River Smelt) Southern DPS (<i>Thaleichthys pacificus</i>)	Threatened	Designated
USFWS Jurisdiction		

Species, ESU, or DPS	Federal Status	Critical Habitat in Action Area?
Bull Trout – Columbia River DPS <i>(Salvelinus confluentus)</i>	Threatened	Designated

DPS = Distinct Population Segment ESU = Evolutionarily Significant Unit

c. Is the site part of a migration route? If so, explain.

The site is located on the Columbia River and is part of salmonid migration routes and the Pacific Flyway migration route for birds.

d. Proposed measures to preserve or enhance wildlife, if any:

Observe appropriate regulations regarding avoidance of salmon migration and minimizing effects to aquatic habitat. Project benefits include reducing the existing log storage area, removing creosote treated timber piles, and providing grated decks on pier and gangways for light penetration. Any accidental fuel discharge will be contained for collection and proper disposal.

e. List any invasive animal species known to be on or near the site.

None known.

6. ENERGY AND NATURAL RESOURCES

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Diesel and electric for heavy construction, pile installation, welding. The structure will use electricity for lighting.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None

7. ENVIRONMENTAL HEALTH

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No

1) Describe any known or possible contamination at the site from present or past uses.

Project includes removal of creosote treated timber piles. There is no on-site contamination due to pervious dredge efforts.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None

- 4) Describe special emergency services that might be required.

None

- 5) Proposed measures to reduce or control environmental health hazards, if any:
Compliance with Ecology's spill response requirements (spill containment and booms at the site).

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

None

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Short term, construction (daytime). No long-term noise creation.

- 3) Proposed measures to reduce or control noise impacts, if any:

The impact hammer will be accompanied by a bubble curtain to reduce underwater noise.

8. LAND AND SHORELINE USE

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Current use is a log storage and marina entrance. The overall use will not change, but the log storage area will be reduced. The T-Barge Dock will not interfere with the marina entrance, as channel width will be maintained when the boat launch floats are replaced shortly.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No

c. Describe any structures on the site.

A log storage area is partially on-site.

d. Will any structures be demolished? If so, what?

No structures will be demolished.

e. What is the current zoning classification of the site?

The property is currently zoned 'industrial' with public/quasi-public overlay.

f. What is the current comprehensive plan designation of the site?

The City of Kalama 2005 Comprehensive Plan land use classification is 'industrial' with a 'public/quasi-public overlay.' The existing land use in the City's Comprehensive Plan is listed as 'Public/School/Government.'

g. If applicable, what is the current shoreline master program designation of the site?

The current shoreline master program designation of the site is Urban District.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The project site occurs in the Columbia River, designated as a Shoreline of Statewide Significance.

i. Approximately how many people would reside or work in the completed project?

None

j. Approximately how many people would the completed project displace?

None

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project is consistent with the Port of Kalama Comprehensive Plan and Scheme of Harbor Improvements, improves access of a Shoreline of the State, and will be compatible with existing and projected land use designations and/or regulations.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

None

9. HOUSING

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None

- c. Proposed measures to reduce or control housing impacts, if any:

N/A

10. AESTHETICS

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The approach pier is at elevation +21' and top of railing is +24.5' (CRD). There will be two 15' tall light poles mounted to the approach pier for a total height of +36' (CRD).

- b. What views in the immediate vicinity would be altered or obstructed?

No

- c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A

11. LIGHT AND GLARE

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

None

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

- c. What existing off-site sources of light or glare may affect your proposal?

None

- d. Proposed measures to reduce or control light and glare impacts, if any:

N/A

12. RECREATION

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Boating and fishing

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No because the existing marina entrance will be maintained.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No impacts

13. HISTORIC AND CULTURAL PRESERVATION

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

No recorded archaeological sites within a mile of the project area and no significant historic properties within the project view shed. See attached Cultural Resource Literature Review.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

No. See attached Cultural Resource Literature Review.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

See attached Cultural Resource Literature Review.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

N/A

14. TRANSPORTATION

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Project site is approached from the land via Hendrickson Drive. Project will not affect land access.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

No

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

No parking will be added or removed.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No. There will be no upper shoreline improvements/hardscaping. The site will be maintained in its gravel state.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
Yes. Project serves boating and is directly adjacent to BNSF rail line and Interstate-5. There are no impacts to water transportation, rail line, or I-5 from the proposed project.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?
The completed project may add 1 delivery truck a day, 3 days a week maximum, for delivery of cargo to go out to ships. This info has come from Anchorage Launch.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.
No

- h. Proposed measures to reduce or control transportation impacts, if any:
No impacts

15. PUBLIC SERVICES

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.
No

- b. Proposed measures to reduce or control direct impacts on public services, if any.
No impacts

16. UTILITIES

- a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.
There is a pole mounted electrical transformer directly across Hendrickson Drive that will supply the project with 400 Amp service. Electrical utility by Cowlitz PUD. Potable water will be provided from City of Kalama public water main located near the Port offices on Hendrickson Drive.

C. Signature [\[help\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Nicole L White

Name of signee Nicole White

Position and Agency/Organization PND Engineers, Inc.

Date Submitted: April 3, 2018