
GRAYS HARBOR RAIL TERMINAL LLC

VISUAL RESOURCES TECHNICAL REPORT

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Prepared by:

HDR Engineering, Inc.
500 108th Avenue NE
Bellevue, WA 98004

Prepared for:

Grays Harbor Rail Terminal LLC
3020 Old Ranch Parkway, Suite 300
Seal Beach, CA 90740
(562) 799-5572

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1. Introduction

This technical report presents an evaluation of the potential effects to visual resources in the project area from the implementation of the Grays Harbor Rail Terminal project.

2. Project Description

Grays Harbor Rail Terminal LLC (GHRT) is proposing a bulk liquids rail logistics facility at the Port of Grays Harbor Terminal 3 (T3) property. The facility will accommodate the receipt for export of not more than 45,000 barrels per day on average of various liquid bulk materials, specifically, various types of crude oil and condensates.

T3 is a 150 acre industrial site and includes an existing 600-foot- long concrete shipping terminal. The Port of Grays Harbor currently leases approximately 25 acres of the T3 site to a private tenant (Willis Enterprises), which utilizes the property for storing and sorting logs, and operating a wood chipping and processing facility. The tenant utilizes the existing wharf for product loading on to barges for export. The remaining area of the property (a former mill site) is occupied by 4 metal buildings and a rail spur line but is otherwise currently vacant.

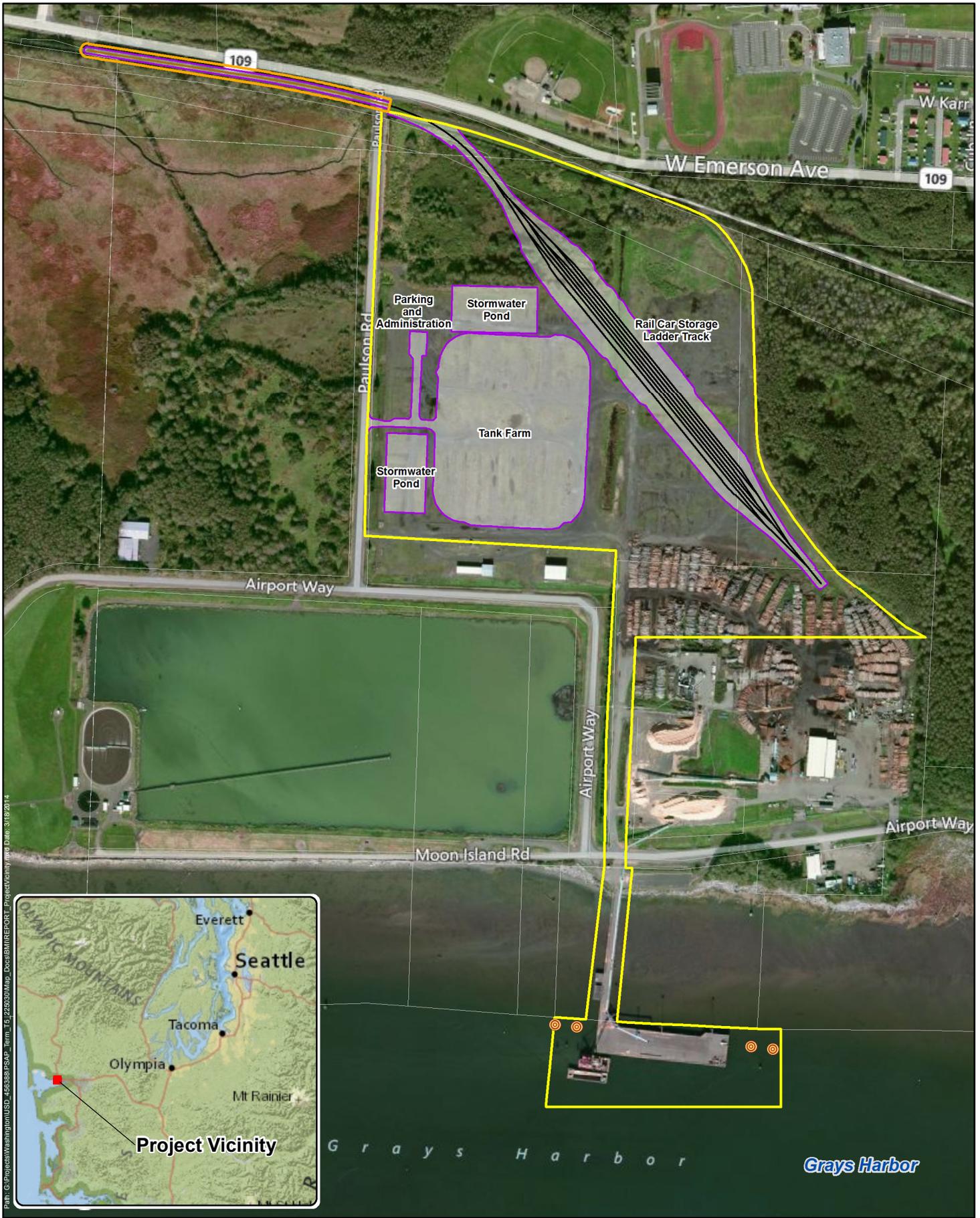
The liquid bulk materials would be delivered to the proposed facility via unit trains in fully contained liquid bulk rail cars, unloaded into on-site storage tanks, and then loaded onto barges or other marine vessels for delivery to refineries.

The general layout of the proposed rail and off-loading facilities includes four 20-car yard tracks and two 20-car off-loading tracks (120 rail cars total). In addition, a “run-around” track would be used to reposition the locomotive engines and could also be used to hold cars awaiting maintenance. The off-loading spots would be equipped with permanent rack access structures where each rack structure would support connections for a maximum of 40 rail cars (20 spots on each side of a rack). The off-loading spots and central header would be located within secondary containment. The rack structures consist of elevated steel walkways with extendable access platforms used to access the tops of the rail cars. Off-loading would occur via 4-inch dry break connections, hoses, valves, and risers connecting the bottom rail car couplers to a central piping header. The rail cars would be off-loaded by gravity feed into the central header.

The liquid bulk materials would be stored in approximately six to eight above-ground storage tanks with secondary containment and internal floating roofs until a marine vessel (ship or barge) arrives. All tanks will be located outside the Shoreline District. The total combined tank storage would be approximately 800,000 – 1,000,000 barrels. Construction of multiple storage tanks would allow the facility to accommodate interruptions in vessel schedules as well as changes in delivery volumes, and would allow the facility to maintain consistent operations. Vessel calls are anticipated by barge and Panamax vessels occurring approximately 3-4 times per month.

As noted above, T3 includes an existing 600-foot-long concrete shipping terminal. There are currently four mooring dolphins (three downstream/one upstream) off the existing concrete wharf. Up to four additional mooring dolphins (two downstream and two upstream) would be constructed to minimize vessel movements during liquid bulk materials transfer. No additional overwater expansion of the wharf is proposed. The existing trestle (supporting the Willis conveyor) and the wharf can accommodate the liquid bulk materials pipe rack needed to transfer the materials from the tanks to the vessels. Stormwater collection, drainage improvements, and spill containment measures would be added to the existing wharf but no structural modifications are necessary.

To facilitate operations at the Grays Harbor Rail Terminal, the Puget Sound and Pacific Railroad would be permitting and supervising construction of an industrial lead track extension of their main line railroad system. This industrial lead track would extend from the current main line rail terminus, just east of Paulson Road, for approximately 1,300 lineal feet to the west. The industrial lead track would allow for the backing of rail cars strings into the project site and provide additional rail car storage for other Port tenants. The identification of the industrial lead track is to account for potential indirect or cumulative environmental impacts for the purposes of the State Environmental Policy Act (SEPA) only and is not a project component of the Grays Harbor Rail Terminal site development permitting.



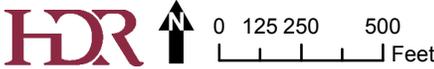
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Data Source: Parcels - Grays Harbor County GIS; Aerial - ESRI ArcGIS Online.
 Map information was compiled from the best available public sources. HDR
 does not warrant that the information is accurate or complete.

- New Mooring Dolphins
- Project Railroad Track
- Industrial Lead Railroad Track
- Parcel
- Detention/Infill Pond, Tank Farm, Rail Car Unloading Tracks
- Project Area
- Industrial Lead Track

Figure 1 Project Vicinity
Grays Harbor Rail Terminal

Terminal 3 – Port of Grays Harbor, Hoquiam WA
 US Development Group LLC



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3. Methodology and Data Sources

The visual resources analysis focuses on the degree of contrast between the proposed project and the surrounding landscape, and the visibility of the proposed project from the surrounding community. To evaluate these effects, the visual quality of the existing landscape was first evaluated based upon three characteristics: vividness, intactness, and unity.

- **Vividness** describes the strength of the positive impression that the landscape makes on the viewer.
- **Intactness** describes whether the scenery in a view has been reduced in quality by changes in the landscape or introduction of human-made elements.
- **Unity** describes whether all the elements in a view look coordinated or appropriate with each other.

Next, the visual quality of the existing landscape was compared to the changes in the landscape expected from implementation of the proposed project. This included evaluating:

- How different the landscape would look following construction, including changes in the vividness, intactness, and unity of the landscape.
- How clearly potential viewers of the landscape would be able to see any changes.
- How sensitive potential viewers would likely be to changes in the view.

These potential changes were evaluated for construction of the project (short-term effects) and operations (long-term effects).

4. Affected Environment

4.1. Existing Conditions

4.1.1. Existing Landscape

The landscape surrounding the proposed project site is a mixture of industrial areas, parks, residential areas, and undeveloped areas. The Grays Harbor National Wildlife Refuge is west of the project site across Paulson Road (Figure 1). It is characterized by a mixture of forested vegetation and lower lying marshland. Further west of the project site and south of the refuge is Bowerman Airport. State Route 109 and an existing rail line are north of the proposed project site. North of State Route 109 is John Gable Community Park, which consists of athletic fields. The closest residential areas are on the north side of State Route 109, approximately 500 feet from the northeast corner of the project site. There is an existing lumber processing plant to the immediate southeast of the project site. There are undeveloped hills to the north and northwest of the project site. South of the project site is a stormwater treatment plant and Grays Harbor.

When evaluated for overall visual quality, the existing landscape is generally low quality. Where it can be seen, Grays Harbor contributes to the vividness of the landscape. However, the overall landscape is not very intact, as it has been sufficiently altered by human-made elements, and is not united, as the various elements within the landscape are not coordinated.

4.1.2. Existing Views

As shown in Figure 2 and Figure 3, views of the project site from the surrounding community are generally screened by existing vegetation. From Grays Harbor looking to the north (Figure 3) and from the hills looking to the south (Figure 5), the project site is unscreened.

Figure 2. Existing View #1



This photograph was taken looking east to the project site from the edge of the Grays Harbor National Wildlife Refuge and the intersection of SR 109 and Paulson Road. The area of the refuge closest to the project site contains vegetation that screens the visibility of the project site from the lower lying areas in the western portion of the refuge.

Figure 3. Existing View #2



This photograph was taken looking south to the project site from SR 109 immediately south of John Gable Community Park. The park is separated from the project site by SR 109 and approximately 200 feet of vegetation.

Figure 4. Existing View #3



This photograph was taken from the south of the stormwater retention pond looking north at the project site. This view would be similar to the view that boats would have of the project site from the water.

Figure 5. Existing View #4



This photograph was taken looking southwest from a residence in the hills to the northeast of the project site. This viewpoint is one of the few from the hills that would have views of the project site. The hills are generally undeveloped and would not offer readily accessible viewpoints of the project site.

5. Environmental Consequences

5.1. Short-Term (Construction) Effects

Minor and temporary effects on visual resources would be anticipated from construction of the proposed project. Construction activities would be most visible from Grays Harbor and the hills to the north of the project area; however, the effects would be temporary. Construction effects would be limited to the materials and equipment that would be visible within the project area during the period of construction.

5.2. Long-Term (Operations) Effects

Permanent physical changes to the built environment would result from the implementation of the proposed project, including the addition of the tank farm, industrial lead track rail line, vapor control unit, and rail and off-loading facilities. However, the overall effects to the visual landscape would be minor. The proposed project would contribute to a minor change in the overall visual character of the community by adding a new industrial facility to the landscape. However, the visual quality of the landscape would remain low, as the proposed project would contribute to an already disjointed and divided landscape. The most prominent features in the landscape would be the addition of the vapor control unit, which would be approximately 50 feet tall, and the tank farm, which would consist of six to eight aboveground storage tanks approximately 50 feet tall (Figure 6). The addition of up to four additional mooring dolphins

would be constructed near the wharf; however, these would not contribute to a noticeable change in the visual environment as they would be constructed in the water and have a relatively low profile.

The proposed project would be most visible to viewers from the hills to the north and from Grays Harbor to the south of the project site. From both locations, the proposed project would be consistent with other development in the area and would not substantially alter the existing views. Viewers would likely be sensitive to changes in the landscape; however, the number of potential viewers from the hills would be minimal due to the undeveloped nature of the area. From the south, most viewers would view the project site from boats and thus, would experience the view only temporarily. Additionally, the project would be consistent with other development along the coast; therefore, viewers would not experience markedly different views from current conditions.



Figure 6. Simulation of Proposed Facilities

The proposed project would be consistent with visual enhancement policies of the *Grays Harbor County Shorelines Master Program* (Grays Harbor County 1974). The policies relevant to this project state that the natural shoreline should be preserved to protect scenic beauty; operations which are prone to emissions of release of smoke or gas should not be allowed near shorelines with high scenic quality; and facilities should be grouped together to avoid spreading visual blight. The proposed project would not affect the natural shoreline, would not be located near a shoreline of high scenic quality, and would be grouped with other like facilities and would not contribute to visual blight.

6. Mitigation

No mitigation measures are required or proposed for visual resources.

7. Conclusion

Minor and temporary effects on visual resources would be anticipated from construction activities associated with the proposed project. Permanent physical changes to the built environment would result from the implementation of the proposed project, including the addition of the tank farm, vapor control unit, and rail and off-loading facilities. However, the overall effects to the visual landscape would be minor. The proposed project would contribute to a minor change in the overall visual character of the community by adding a new industrial facility to the landscape.

8. References

Grays Harbor County 1974 Grays Harbor County Shorelines Master Program. June 7, 1974.