WASHINGTON STATE

Joint Aquatic Resources Permit Application (JARPA) Form[1,2]

US Army Corps of Engineers ®
Seattle District

AGENCY USE ONLY

Date received:

Agency reference #: _____

USE BLACK OR BLUE INK TO ENTER ANSWERS IN THE WHITE SPACES BELOW.

Part 1–Project Identification

1. Project Name (A name for your project that you create. Examples: Smith's Dock or Seabrook Lane Development) [help]
Grays Harbor Rail Terminal

Part 2–Applicant

The person and/or organization responsible for the project. [help]

2a. Name (Last, First, Middle)			
LaBorne, Kevin			
2b. Organization (If applicable)			
Grays Harbor Rail Terminal LLC			
2c. Mailing Address (Street or PO Box)			
3020 Old Ranch Pkwy, Suite 300			
2d. City, State, Zip			
Seal Beach, CA 90740			
2e. Phone (1)	**2f.** Phone (2)	**2g.** Fax	**2h.** E-mail
(562) 799-5572	(562) 221-1330	( )	klaborne@us-dev.com

[1]Additional forms may be required for the following permits:

- If your project may qualify for Department of the Army authorization through a Regional General Permit (RGP), contact the U.S. Army Corps of Engineers for application information (206) 764-3495.
- If your project might affect species listed under the Endangered Species Act, you will need to fill out a Specific Project Information Form (SPIF) or prepare a Biological Evaluation. Forms can be found at http://www.nws.usace.army.mil/Missions/CivilWorks/Regulatory/PermitGuidebook/EndangeredSpecies.aspx.
- Not all cities and counties accept the JARPA for their local Shoreline permits. If you need a Shoreline permit, contact the appropriate city or county government to make sure they accept the JARPA.

[2]To access an online JARPA form with [help] screens, go to http://www.epermitting.wa.gov/site/alias__resourcecenter/jarpa_jarpa_form/9984/jarpa_form.aspx.
For other help, contact the Governor's Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@ora.wa.gov.

Part 3–Authorized Agent or Contact

Person authorized to represent the applicant about the project. (Note: Authorized agent(s) must sign 11b of this application.) [help]

3a. Name (Last, First, Middle)			
Kawamoto, Karissa			
3b. Organization (If applicable)			
HDR Inc.			
3c. Mailing Address (Street or PO Box)			
500 108th Avenue NE Suite 1200			
3d. City, State, Zip			
Bellevue, WA 98004-5549			
3e. Phone (1)	**3f.** Phone (2)	**3g.** Fax	**3h.** E-mail
(425) 450-6249	(425) 449-6973	( )	Karissa.kawamoto@hdrinc.com

Part 4–Property Owner(s)

Contact information for people or organizations owning the property(ies) where the project will occur. Consider both **upland and aquatic** ownership because the upland owners may not own the adjacent aquatic land. [help]

☐ Same as applicant. (Skip to Part 5.)

☐ Repair or maintenance activities on existing rights-of-way or easements. (Skip to Part 5.)

☐ There are multiple upland property owners. Complete the section below and fill out JARPA Attachment A for each additional property owner.

☐ Your project is on Department of Natural Resources (DNR)-managed aquatic lands. If you don't know, contact the DNR at (360) 902-1100 to determine aquatic land ownership. If yes, complete JARPA Attachment E to apply for the Aquatic Use Authorization.

4a. Name (Last, First, Middle)
Nelson, Gary
4b. Organization (If applicable)
Port of Grays Harbor

4c. Mailing Address (Street or PO Box)			
111 South Wooding Street			
4d. City, State, Zip			
Aberdeen, WA 98520			
4e. Phone (1)	**4f.** Phone (2)	**4g.** Fax	**4h.** E-mail
(360) 533-9528	( )	( )	gnelson@portgrays.org

Part 5–Project Location(s)

Identifying information about the property or properties where the project will occur. [help]

☐ There are multiple project locations (e.g. linear projects). Complete the section below and use JARPA Attachment B for each additional project location.

5a. Indicate the type of ownership of the property. (Check all that apply.) [help]

- ☐ Private
- ☐ Federal
- ☒ Publicly owned (state, county, city, special districts like schools, ports, etc.)
- ☐ Tribal
- ☐ Department of Natural Resources (DNR) – managed aquatic lands (Complete JARPA Attachment E)

5b. Street Address (Cannot be a PO Box. If there is no address, provide other location information in 5p.) [help]

SE corner of SR 109 and Paulson Road in the City of Hoquiam in Grays Harbor County.

5c. City, State, Zip (If the project is not in a city or town, provide the name of the nearest city or town.) [help]

Hoquiam, WA 98550

5d. County [help]

Grays Harbor

5e. Provide the section, township, and range for the project location. [help]

¼ Section	Section	Township	Range
	3 and 10	17N	10W

5f. Provide the latitude and longitude of the project location. [help]

- Example: 47.03922 N lat. / -122.89142 W long. (Use decimal degrees - NAD 83)

latitude 46.976° North and longitude -123.913° West

5g. List the tax parcel number(s) for the project location. [help]

- The local county assessor's office can provide this information.

056401000400

5h. Contact information for all adjoining property owners. (If you need more space, use JARPA Attachment C.) [help]

Name	Mailing Address	Tax Parcel # (if known)
City of Hoquiam	609 8th Street Hoquiam, WA 98550	056401000201
USA	911 NE 11th Avenue Portland OR 97232	056401000102

5i. List all wetlands on or adjacent to the project location. [help]

Eight wetlands have been delineated within the study area totaling 5.94 acres. Wetlands were distinguished from adjoining uplands by the presence of indicators of wetland hydrology, hydric soils, and hydrophytic vegetation.

Name	Size in Study Area (acres)[a]	Ecology Rating[b]	Hydrogeomorphic (HGM) Classification	Cowardin Classification[c]	Dominant species
B	4.32	Category III	Depressional	PEM1, PSS1/EM1, PFO1, PEM1V	*Phalaris arundinacea, Agrostis capillaris, Rubus armeniacus, Salix hookeriana, Cytisus scoparius*
F	0.47	Category III	Depressional	PEM1	*Juncus effuses, Typha latifolia*
I	0.24	Category IV	Depressional	PEM1	*Phalaris arundinacea, Equisetum telmateia*
K	0.28	Category IV	Depressional	PEM1, PUB	*Phalaris arundinacea, Festuca rubra; Juncus effuses; Lotus corniculatus*
L	0.03	Category IV	Depressional	PEM1, PUB	*Phalaris arundinacea; Juncus effuses*
M	0.34	Category II	Tidal	E2EM1N, PEM1	*Carex lyngbyei ; Phalaris arundinacea,*
WW2	0.16	Category III	Depressional	PFO1, PEM1	*Alnus rubra; Phalaris arundinacea; Oenanthe sarmentosa; Carex obnupta;*
WW3	0.10	Category III	Depressional	PFO1	*Salix hookeriana; Alnus rubra; Carex obnupta; Rubus spectabilis; Athyrium filix-femina*

[a] Wetland size is estimated based on wetland boundaries delineated during field investigations

[b] Wetland ratings are based Washington State Wetland Rating System for Western Washington – Revised (Hruby 2004).

[c] Based on Cowardin *et al*. 1979

5j. List all waterbodies (other than wetlands) on or adjacent to the project location. [help]

A total of 11.26 acres of waterbodies were delineated in the study area. Waterbodies in the study area include a small, excavated pond (Waterbody E) and tidally influenced waters of Grays Harbor.

Waterbody Name	Size in Study Area (acres)	Waterbody Type[a]	Cowardin Classification	Tributary to	USACE Jurisdiction[b]
E	0.23	-	PUBHx	Grays Harbor	RPW
Grays Harbor	11.03	S	E2US3N E1UB3L	-	NW

[a] City of Hoquiam Municipal Code 11.06.010(9) - (12) and Grays Harbor County Municipal Code 18.02.010

[b] NW = Navigable Waters; RPW = Relatively Permanent Water (non-navigable tributary with relatively permanent flow year-round or continuous flow seasonally [≥ 3 months])

5k. Is any part of the project area within a 100-year floodplain? [help]

☒ Yes ☐ No ☐ Don't know

5l. Briefly describe the vegetation and habitat conditions on the property. [help]

The project area was previously used as a log sorting and storage area and the ground still shows evidence of that history activity with large areas of un-vegetated fill. The site is generally flat with the northern portion of the study area beginning to fill in with herbaceous ground cover and taller shrubs.

The limited habitat on the property still supports mule deer, beaver, and numerous bird species based on observations by the field biologists.

5m. Describe how the property is currently used. [help]

A portion of the property is occupied by an industrial tenant that stores, processes and exports various forms of wood, from whole logs to wood chips and sawdust. The remainder of the site is currently vacant and unused.

5n. Describe how the adjacent properties are currently used. [help]

The City of Hoquiam owned property to the west of Paulson Road from the project site is the wastewater treatment plant decommissioned sanitary sewer lagoon. Also, towards the west lies the US Fish and Wildlife Bowerman Basin National Wildlife Sanctuary. The City also owns the John Gable Community Park to the north of the project. The high school, middle school, and elementary school are located directly north on the other side of Hwy 109. The Port of Grays Harbor own the remaining adjacent properties, most of which are constrained by wetlands or are vacant.

5o. Describe the structures (above and below ground) on the property, including their purpose(s) and current condition. [help]

There are no existing buildings within the boundaries of the area to be developed by Grays Harbor Rail Terminal leased property. The existing dock would be jointly used by the Grays Harbor Rail Terminal and Willis Industries (existing tenant).

5p. Provide driving directions from the closest highway to the project location, and attach a map. [help]

Driving west on Hwy 109, turn left onto Paulson Road. The project site is immediately on the left.

Part 6–Project Description

6a. Briefly summarize the overall project. You can provide more detail in 6b. [help]

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 transfer to marine vessel 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 a150 acre industrial site and includes an existing 600-foot long concrete shipping wharf. 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 current tenant utilizes the existing wharf for loading product on to barges for transport. The remaining area of

the property (a former mill site) is currently occupied by 4 metal buildings and a rail spur line but is otherwise vacant.

The liquid bulk materials would be delivered to the proposed facility via unit trains in fully contained rail cars, unloaded into on-site storage tanks, and then loaded onto barges or other marine vessels for delivery to refineries. The facility infrastructure and operations would be designed to receive and off-load a maximum of one full unit train every other day.

The physical improvements needed for the project are described below:

A. Improvements Within the Shoreline Jurisdiction

The applicant is requesting Shoreline Substantial Development Permit Approval for construction of the portions of the facility that would be located within the City's shoreline jurisdiction—i.e., overwater or within 200 feet landward of the ordinary high water mark. Those improvements are as follows:

1. *Overwater/In-Water Improvements (i.e., Waterward of the Mean Higher High Water Line)*

As noted above, T3 includes an existing 600-foot-long shipping terminal. There are currently four mooring dolphins (3 downstream/1 upstream) off the existing concrete wharf. Up to 4 additional (2 downstream/2 upstream) mooring dolphins would be constructed to minimize vessel movements during liquid bulk materials transfer. No additional overwater expansion of the wharf is proposed. The existing steel trestle (supporting the Willis conveyor) and the wharf can accommodate pipeline required to transfer the materials from the tanks to the vessels. Stormwater collection, drainage improvements, fire suppression, and spill containment measures would be added to the existing wharf as needed but no structural modifications are anticipated.

2. *Shoreland Improvements (i.e., Landward of the Mean Higher High Water Line)*

Project components within the shoreland area (i.e., up to 200 feet landard of the ordinary high water mark, and in wetlands associated with tidal waters) include the above-ground 24-inch steel pipeline, a new driveway entrance and culvert from Paulson Road to provide access to the facility, a portion of a stormwater detention and water quality pond, and a minor portion of the rail yard system tie-in where it connects to the Genesee & Wyoming Railroad (owner/operator of the Puget Sound and Pacific Railroad) main line track.

B. Improvements Outside the Shoreline Jurisdiction

The following improvements are outside the shoreline jurisdiction but would be analyzed as part of the SEPA review of the overall project.

Storage Tanks, Administration Offices, and Related Improvements. 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. An administration building for staff and visitors and associated paved parking lot for 20-30 vehicles would be included as part of the site development.

Rail Yard Tracks and Off-Loading Tracks. The general layout of the proposed rail and off-loading facilities includes four 20-car yard tracks and two 20-car off-loading or staging tracks (120 rail cars total can be accommodated within the facility footprint). 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 a permanent rack structure between the two off-loading tracks and 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 structure includes an elevated steel walkway 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.

Genesee & Wyoming Industrial Lead Track Extension: To facilitate operations at the Grays Harbor Rail Terminal, the Genesee & Wyoming Railroad (owner/operator of 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 car strings into the project site and provide additional flexibility for rail car operations for other railroad customers. 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.

6b. Describe the purpose of the project and why you want or need to perform it. [help]

Please see Response to 6a above.

6c. Indicate the project category. (Check all that apply) [help]

☒ Commercial ☐ Residential ☐ Institutional ☐ Transportation ☐ Recreational
☐ Maintenance ☐ Environmental Enhancement

6d. Indicate the major elements of your project. (Check all that apply) [help]

☐ Aquaculture	☐ Culvert	☐ Float	☐ Retaining Wall (upland)
☐ Bank Stabilization	☐ Dam / Weir	☐ Floating Home	☒ Road
☐ Boat House	☐ Dike / Levee / Jetty	☐ Geotechnical Survey	☐ Scientific Measurement Device
☐ Boat Launch	☐ Ditch	☐ Land Clearing	☐ Stairs
☐ Boat Lift	☒ Dock / Pier	☐ Marina / Moorage	☐ Stormwater facility
☐ Bridge	☐ Dredging	☐ Mining	☐ Swimming Pool
☐ Bulkhead	☒ Fence	☐ Outfall Structure	☒ Utility Line
☐ Buoy	☐ Ferry Terminal	☒ Piling/Dolphin	
☐ Channel Modification	☐ Fishway	☐ Raft	

☐ Other:

6e. Describe how you plan to construct each project element checked in 6d. Include specific construction methods and equipment to be used. [help]

- Identify where each element will occur in relation to the nearest waterbody.
- Indicate which activities are within the 100-year floodplain.

Project elements within the 200-foot Shoreline jurisdiction include up to 4 new mooring dolphins, loading arms and equipment racks on the existing wharf, upgrades for loading arms, fire suppression and stormwater management on the wharf, a new 24-inch diameter pipeline on an above-grade, elevated rack system that would be attached to the existing trestle that supports the Willis Enterprises conveyor for transfer of product from the tanks to the vessels. The only in-water construction work anticipated at this time in the Shoreline jurisdiction are the mooring dolphins. No expansion of the wharf is necessary. As detailed design progresses on these elements, additional details can be made available.

Wharf/Over-Water Elements – No structural improvements or expansions are anticipated at this time. The new pipeline system, loading arm, fire suppression, and stormwater management features to be installed on the wharf are currently in design or will be constructed pursuant to manufacture specification. Details on construction methods would be available during the building permit phase of the project.

Mooring Dolphins – Each new mooring dolphin would consist of 8 steel piles, 24-inches in diameter. It is anticipated that a barge-mounted crane and work skiffs would be used during pile installation. The mooring location for the barge would be determined once preferred locations for each dolphin are finalized and design is refined. Piles would be driven using vibratory equipment from a barge-mounted crane. Use of an impact driver for proofing would be necessary to drive the final 10 to 15 feet for all piles. Bubble curtains would be employed from the water surface to the mudline. Each curtain would consist of a series of rings, spaced uniformly apart, and hung from the leads that are also used for pile driving.

It is estimated that approximately 50 strikes per pile would be required to proof each pile to appropriate depths to ensure that piles can bear weight and tensions. Impact proofing would be accomplished using the smallest driver possible.

After the piles are installed, overwater structures would be added to the piles. These structures consist of a deck, cross braces, fendering planks, stairs, a handrail, and a walkway. The majority of the structures, except for the deck, would be comprised of plastic lumber or similar types of materials. The deck would be comprised of timber material; however, a grip strut material may be used to allow light penetration to the waters below. During the construction, floating containment booms would be positioned around the rest pier to prevent material from entering the water. Collected material would be removed from the containment booms on a daily basis.

If derelict pilings are found to be in the way of the new dolphin piles, they will have to be removed prior to installation of the new structures utilizing Best Management Practices approved for pile removal.

Pipeline, Pipe Rack – Construction details on the installation of the 24-inch diameter pipeline or the overhead pipe rack system has not been developed. None of this installation work would be done in the water. The pipeline would be attached to the existing Willis conveyor rack or consist of a very similar conveyor system

Primary Facility Driveway – The west side of Paulson Road is within the City's Shoreline jurisdiction. A new commercial driveway would be constructed for employees and visitors to access the administration building and parking area. It would be located within the 200-foot Shoreline. Typical roadway construction methods would be used to build the entrance, culvert, and utility connections.

Rail Yard Tracks – In the northwest corner of the project area, where the yard tracks connects to the G & W railroad main line, a small portion of the new rail yard track will be located within the 200-foot Shoreline jurisdiction as well as the current 100-year floodplain mapping. Design of the rail yard and off-loading facilities are in progress and detailed plans would be provided in as part of the building and construction permit applications.

6f. What are the anticipated start and end dates for project construction? (Month/Year) [help]

- If the project will be constructed in phases or stages, use JARPA Attachment D to list the start and end dates of each phase or stage.

Start date: 2015 End date: 2016 ☐ See JARPA Attachment D

6g. Fair market value of the project, including materials, labor, machine rentals, etc. [help]

$80 Million

6h. Will any portion of the project receive federal funding? [help]

- **If yes**, list each agency providing funds.

☐ Yes ☒ No ☐ Don't know

Part 7–Wetlands: Impacts and Mitigation

☒ Check here if there are wetlands or wetland buffers on or adjacent to the project area.
(If there are none, skip to Part 8.) [help]

7a. Describe how the project has been designed to avoid and minimize adverse impacts to wetlands. [help]

☐ Not applicable

Several efforts were made during the site development to avoid and minimize wetland impacts. The fieldwork to delineate the wetlands and other sensitive areas was done first so the engineers understood the buildable envelope they had available. The biologists then worked together with the designers to steer disturbance activities to upland areas of the site or that would have a lesser impact to higher quality wetlands. They also provided input on design alternatives and collaborated on options that reduced the project component size or shape to fit within the buildable envelope.

Several early rail unloading options included sophisticated loop tracks that severely impacted the larger off-site wetland to the east of the study area in addition to the wetland/stream impacts of the current proposal. Because of the high wetland impact, the decision was made to utilize the rail yard and off-loading track configuration and reduce the overall project study area. The rail yard and off-loading track footprint is much more compact and facility components were sited in upland areas whenever possible.

7b. Will the project impact wetlands? [help]

☒ Yes ☐ No ☐ Don't know

7c. Will the project impact wetland buffers? [help]

☒ Yes ☐ No ☐ Don't know

7d. Has a wetland delineation report been prepared? [help]

- **If Yes**, submit the report, including data sheets, with the JARPA package.

☒ Yes ☐ No

7e. Have the wetlands been rated using the Western Washington or Eastern Washington Wetland Rating System? [help]

- **If Yes**, submit the wetland rating forms and figures with the JARPA package.

☒ Yes ☐ No ☐ Don't know

7f. Have you prepared a mitigation plan to compensate for any adverse impacts to wetlands? [help]

- **If Yes**, submit the plan with the JARPA package and answer 7g.
- **If No, or Not applicable**, explain below why a mitigation plan should not be required.

☒ Yes ☐ No ☐ Not applicable

7g. Summarize what the mitigation plan is meant to accomplish, and describe how a watershed approach was used to design the plan. [help]

Conceptual mitigation ideas have been developed to address local ordinance requirements and to satisfy the Clean Water Act. Detailed compensatory mitigation design documents would begin upon preliminary approval of the concepts. The following is a summary of the wetland mitigation concept.

Wetlands - The mitigation proposed for this project will reestablish, rehabilitate, and enhance and rehabilitate the existing degraded wetlands on-site and within the project area. Wetland B and M would provide on-site and in-kind mitigation.

Proposed Mitigation Site	Proposed Mitigation Activities	Total Area (acres)
Wetland B	Re-establishment	2.91
	Rehabilitation	1.26
	Enhancement	1.19
Total Area for Wetland B		**5.36**
Wetland M	Enhancement	0.27
Total Area for Wetland M		**0.27**
Total Mitigation Area		**5.63**

7h. Use the table below to list the type and rating of each wetland impacted, the extent and duration of the impact, and the type and amount of mitigation proposed. Or if you are submitting a mitigation plan with a similar table, you can state (below) where we can find this information in the plan. [help]

Activity (fill, drain, excavate, flood, etc.)	Wetland Name[1]	Wetland type and rating category[2]	Impact area (sq. ft. or Acres)	Duration of impact[3]	Proposed mitigation type[4]	Wetland mitigation area (sq. ft. or acres)
Fill	Wetland B	III	0.43	Permanent	Re-establish,, Rehabilitation, Enhancement	5.36
Fill	Wetland M	II	0.08	Permanent	Enhancement	0.27
Fill	Wetland I	IV	0.01	Permanent		Accounted for in mitigation for Wetland B

[1] If no official name for the wetland exists, create a unique name (such as "Wetland 1"). The name should be consistent with other project documents, such as a wetland delineation report.
[2] Ecology wetland category based on current Western Washington or Eastern Washington Wetland Rating System. Provide the wetland rating forms with the JARPA package.
[3] Indicate the days, months or years the wetland will be measurably impacted by the activity. Enter "permanent" if applicable.
[4] Creation (C), Re-establishment/Rehabilitation (R), Enhancement (E), Preservation (P), Mitigation Bank/In-lieu fee (B)

Page number(s) for similar information in the mitigation plan, if available: _____

7i. For all filling activities identified in 7h, describe the source and nature of the fill material, the amount in cubic yards that will be used, and how and where it will be placed into the wetland. [help]

Portions of impact to Wetland B are due to a culvert crossing by the rail yard and off-loading tracks. Fill material would be from a clean source. As detailed design progresses, cubic yardage of fill would be calculated.

7j. For all excavating activities identified in 7h, describe the excavation method, type and amount of material in cubic yards you will remove, and where the material will be disposed. [help]

N/A

Part 8–Waterbodies (other than wetlands): Impacts and Mitigation

In Part 8, "waterbodies" refers to non-wetland waterbodies. (See Part 7 for information related to wetlands.) [help]

☒ Check here if there are waterbodies on or adjacent to the project area. (If there are none, skip to Part 9.)

8a. Describe how the project is designed to avoid and minimize adverse impacts to the aquatic environment. [help]

☐ Not applicable

To avoid and minimize adverse impacts to the Chehalis River, several Best Management Practices (BMPs) have been developed for the contractor to employ during construction to protect the aquatic environment.

Pile Driving

- An unconfined bubble curtain extending from the water surface to the mudline would be employed, which is expected to reduce underwater noise levels by approximately 10 dB on average (WSDOT 2012).
- When impact drivers are necessary, the smallest feasible or practical driver and the minimum force necessary would be used to complete the job. A diesel hammer or a hydraulic impact hammer would be used, when necessary, and the drop height would be set to the minimum necessary to proof the piling.
- Equipment that enters waterways would be properly maintained, inspected, and cleaned prior to in-water use.
- Pile driving shall only occur during the in-water work window agreed upon through ESA consultation and according to the US Army Corps 404/Section 10 Permit and the Washington Department of Fish and

Wildlife Hydraulic Project Approval (HPA) Permit.

- If at any time, listed species are observed in distress or if an ESA-listed species is killed, operations would cease, and USFWS and NMFS would be notified.

Turbidity Control

- .
- Visual turbidity monitoring would be performed periodically to ensure compliance with state water quality standards. If, at any time, the visual turbidity levels are estimated to be approaching the turbidity exceedance criteria, field-testing would be performed.
- If field-testing confirms turbidity criteria exceedances, then project operations responsible for causing turbidity would cease until corrective actions are taken to limit turbidity back to compliance levels. Work would not resume until turbidity levels have dropped to an acceptable level.

Spill Prevention Control

- All equipment used would be cleaned and inspected daily before use to ensure that the equipment has no fuel or lubricant leaks. Should a leak develop during use, the leaking equipment would be removed from the project site immediately and not used again until it has been adequately repaired. At no time would any fuels or oils be allowed to enter any water body.
- Construction equipment would be serviced, stored and fueled at least 100 ft away from the shoreline.
- Floating spill containment booms and absorbent booms would be maintained on site during all phases of construction to facilitate the cleanup of hazardous material spills. Containment booms would be installed in instances where there is potential for release of polycyclic aromatic hydrocarbons (PAHs) or other chemicals of concern. Absorbent booms would be deployed within the containment boom if sheen or other floatables are observed. Sawdust, drillings, or trimmings from treated wood would also be contained on tarps or other impervious materials and would be prevented from contacting the beach, bed or waters.
- A spill prevention, control and containment plan would be prepared and implemented.

Removal of Existing Structures (potential mitigation action)

- Work conducted below the MHHW shall only occur during the in-water work window agreed upon through ESA consultation and according to the Hydraulic Project Approval (HPA) Permit.
- Structures and pilings would be disposed of at an approved upland location. Creosote-treated piles removed from the site would be placed in a containment basin immediately after the piles is removed from the water, cut into 4-foot pieces to prevent future use, and disposed of at a licensed landfill approved to receive creosote-treated piles. Once removed, any treated wood piling would not be left in the water.
- All creosote treated wood that is removed would be disposed of in accordance with Washington State's Dangerous Waste Regulations (WAC 173-303) and Excluded Categories of Waste (WAC 173-303-071)
- Floating containment booms would be positioned around the rest pier to prevent materials from flowing downstream. Collected materials would be removed on a daily basis.
- Existing timber piles would be removed using vibratory extraction. If a pile is broken or breaks above the mudline during extraction, the piling would be cut off at the mudline to minimize disturbance of the sediment. Piles would be cut off at the lowest practical tide condition and at slack water. This is intended to reduce turbidity due to reduced flow and short water column through which pile must be withdrawn.
- Visual monitoring would be conducted for potential turbidity plumes during pile removal and installation and the boundary of the construction zone, which is expected to be no more than 300 feet in radius from the proposed south rest pier location. In the event that construction-related plumes extend beyond the construction zone boundary for a period exceeding on hour, construction activities would be progressively slowed until plumes no longer extend beyond the construction zone, to minimize sediment suspension.
- Construction equipment would be serviced, stored, and fueled at least 100 feet away from the shoreline to the extent possible.
- Equipment that enters waterways shall be properly maintained, inspected, and cleaned prior to in-water

use.

- Equipment laydown and storage areas would be located in previously developed areas.
- Fuel hoses, oil drums, oil or fuel transfer valves and fitting would be checked regularly for drips and leaks and would be maintained and stored properly to prevent spills into waters.
- The use of equipment below the MHHW would be limited to that necessary to remove and install pilings and associated overwater structures.
- A floating barge would be used to remove piles and overwater structures. No material would be allowed to leak from the bins or overtop the walls of the barge. Construction barges would be placed at sufficient depth so as to not ground out during low water conditions.

8b. Will your project impact a waterbody or the area around a waterbody? [help]

☒ Yes ☐ No

8c. Have you prepared a mitigation plan to compensate for the project's adverse impacts to non-wetland waterbodies? [help]

- **If Yes**, submit the plan with the JARPA package and answer 8d.
- **If No, or Not applicable,** explain below why a mitigation plan should not be required.

☒ Yes ☐ No ☐ Not applicable

8d. Summarize what the mitigation plan is meant to accomplish. Describe how a watershed approach was used to design the plan.

- If you already completed 7g you do not need to restate your answer here. [help]

Conceptual mitigation ideas have been developed to address local ordinance requirements and to satisfy the Clean Water Act. Detailed compensatory mitigation design documents would begin upon preliminary approval of the concepts. A primary element of the concept is to relocate the North Drainage Channel to a more narrow point of the rail yard/off-loading track to reduce the size of the culvert and allow for more opportunity to improve a larger area with multiple mitigation features. The following summary of mitigation concepts address impacts to intertidal and fisheries.

Intertidal - The additional mooring dolphins have a relatively modest footprint, but the reduction in benthic habitat function in these areas may require compensatory mitigation. Removal of a select number of derelict piles would be a reasonable option to off-set impacts associated with the new dolphins. Derelict pile removal could be accomplished from a barge and using a vibratory hammer. The number of derelict piles to be removed could be based on a 1:1 offset of benthic area. The selection of derelict piles for removal should be prioritized based on the following criteria:

- Near Project Area
- Similar tidal elevation to the proposed impact areas
- Substantial length; visible during high tide

Fisheries - The 0.08 acre of intertidal salt marsh/ surge plain habitat that will be impacted will also result in the loss of approximately 340 lineal feet of tidal channel. This channel is used by rearing coho and chum salmon and is occupied by three-spine stickleback. The project proposes to mitigate for the loss of the intertidal salt marsh/ surge plain habitat by rerouting the channel and lengthening the channel; improving in-channel habitat conditions and through improved water quality within the channel resulting from the implementation of a storm water drainage plan. The newly constructed channel would incorporate habitat features such as LWD, pool-forming structures, and native riparian vegetation to improve the tidal channel habitat for use by rearing juvenile salmonids.

8e. Summarize impact(s) to each waterbody in the table below. [help]

Activity (clear, dredge, fill, pile drive, etc.)	Waterbody name[1]	Impact location[2]	Duration of impact[3]	Amount of material (cubic yards) to be placed in or removed from waterbody	Area (sq. ft. or linear ft.) of waterbody directly affected
Culvert	North Drainage Channel	NW corner	Permanent		340 l.f.
Dolphin Piles	Chehalis River	Adjacent to Terminal 3	Permanent		10 square meters

[1] If no official name for the waterbody exists, create a unique name (such as "Stream 1") The name should be consistent with other documents provided.
[2] Indicate whether the impact will occur in or adjacent to the waterbody. If adjacent, provide the distance between the impact and the waterbody and indicate whether the impact will occur within the 100-year flood plain.
[3] Indicate the days, months or years the waterbody will be measurably impacted by the work. Enter "permanent" if applicable.

8f. For all activities identified in 8e, describe the source and nature of the fill material, amount (in cubic yards) you will use, and how and where it will be placed into the waterbody. [help]

The culvert would be placed by construction equipment using traditional methods. Detailed design on the location and best management practices are forthcoming. The piles are 24-inch in diameter steel and would be installed with a vibratory hammer.

8g. For all excavating or dredging activities identified in 8e, describe the method for excavating or dredging, type and amount of material you will remove, and where the material will be disposed. [help]

No dredging is anticipated.

Part 9–Additional Information

Any additional information you can provide helps the reviewer(s) understand your project. Complete as much of this section as you can. It is ok if you cannot answer a question.

9a. If you have already worked with any government agencies on this project, list them below. [help]

Agency Name	Contact Name	Phone	Most Recent Date of Contact
City of Hoquiam	Brian Shay	(360) 538-3983	March 2014
Army Corps of Engineers	Ron Wilcox	(206) 316-3893	February 2014
WA Department of Ecology	Paula Ehlers	(360) 407-0271	March 2014

9b. Are any of the wetlands or waterbodies identified in Part 7 or Part 8 of this JARPA on the Washington Department of Ecology's 303(d) List? [help]

- **If Yes,** list the parameter(s) below.
- If you don't know, use Washington Department of Ecology's Water Quality Assessment tools at: http://www.ecy.wa.gov/programs/wq/303d/.

☐ Yes ☒ No

9c. What U.S. Geological Survey Hydrological Unit Code (HUC) is the project in? [help]

- Go to http://cfpub.epa.gov/surf/locate/index.cfm to help identify the HUC.

HUC code 17100104- Lower Chehalis Watershed

9d. What Water Resource Inventory Area Number (WRIA #) is the project in? [help]

- Go to http://www.ecy.wa.gov/services/gis/maps/wria/wria.htm to find the WRIA #.

WRIA 22

9e. Will the in-water construction work comply with the State of Washington water quality standards for turbidity? [help]

- Go to http://www.ecy.wa.gov/programs/wq/swqs/criteria.html for the standards.

☐ Yes ☐ No ☐ Not applicable

9f. If the project is within the jurisdiction of the Shoreline Management Act, what is the local shoreline environment designation? [help]

- If you don't know, contact the local planning department.
- For more information, go to: http://www.ecy.wa.gov/programs/sea/sma/laws_rules/173-26/211_designations.html.

☐ Rural ☒ Urban ☐ Natural ☐ Aquatic ☒ Conservancy ☐ Other _____

9g. What is the Washington Department of Natural Resources Water Type? [help]

- Go to http://www.dnr.wa.gov/BusinessPermits/Topics/ForestPracticesApplications/Pages/fp_watertyping.aspx for the Forest Practices Water Typing System.

☒ Shoreline ☒ Fish ☐ Non-Fish Perennial ☐ Non-Fish Seasonal

9h. Will this project be designed to meet the Washington Department of Ecology's most current stormwater manual? [help]

- **If No**, provide the name of the manual your project is designed to meet.

☒ Yes ☐ No

Name of manual: Western Washington

9i. Does the project site have known contaminated sediment? [help]

- **If Yes**, please describe below.

☐ Yes ☒ No

9j. If you know what the property was used for in the past, describe below. [help]

The site was formerly used as a log storage, sorting, and processing operation.

9k. Has a cultural resource (archaeological) survey been performed on the project area? [help]

- **If Yes**, attach it to your JARPA package.

☒ Yes ☐ No

9l. Name each species listed under the federal Endangered Species Act that occurs in the vicinity of the project area or might be affected by the proposed work. [help]

Federally threatened species identified to potentially occur in Grays Harbor County include bull trout (Salvelinus conflutentus), marbled murrelet (Brachyramphus marmoratus), northern spotted owl (Strix occidentalis caurina), Oregon silverspot butterfly (Speyeria zerene hippolyta), and Western snowy plover (Charadrius alexandrinus nivosus). Critical habitat for bull trout, marbled murrelet, northern spotted owl and western snowy plover is designated in Grays Harbor County. In addition, green sturgeon (Acipenser medirostris), green sturgeon critical habitat and Pacific eulachon (Thaleichthys pacificus) are federally listed by the National Marine Fisheries Service.

9m. Name each species or habitat on the Washington Department of Fish and Wildlife's Priority Habitats and Species List that might be affected by the proposed work. [help]

The WDFW Priority Habitats and Species maps show the occurrence of peregrine falcon (Falco peregrinus), a federally sensitive species, wintering in the Refuge adjacent to the project area. During field investigations no peregrine falcon nests were observed within the project area but it is likely that they use the area for foraging.

Part 10–SEPA Compliance and Permits

Use the resources and checklist below to identify the permits you are applying for.

- Online Project Questionnaire at http://apps.ecy.wa.gov/opas/.
- Governor's Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@ora.wa.gov.
- For a list of addresses to send your JARPA to, click on agency addresses for completed JARPA.

10a. Compliance with the State Environmental Policy Act (SEPA). (Check all that apply.) [help]

- For more information about SEPA, go to www.ecy.wa.gov/programs/sea/sepa/e-review.html.

☐ A copy of the SEPA determination or letter of exemption is included with this application.

☒ A SEPA determination is pending with City of Hoquiam/Dept of Ecology (lead agency). The expected decision date is _____.

☐ I am applying for a Fish Habitat Enhancement Exemption. (Check the box below in 10b.) [help]

☐ This project is exempt (choose type of exemption below).

☐ Categorical Exemption. Under what section of the SEPA administrative code (WAC) is it exempt?

_____

☐ Other: _____

☐ SEPA is pre-empted by federal law.

10b. Indicate the permits you are applying for. (Check all that apply.) [help]

Local Government Shoreline permits:

☒ Substantial Development ☐ Conditional Use ☐ Variance

☐ Shoreline Exemption Type (explain): _____

Other City/County permits:

☐ Floodplain Development Permit ☐ Critical Areas Ordinance

Washington Department of Fish and Wildlife:

☐ Hydraulic Project Approval (HPA) ☐ Fish Habitat Enhancement Exemption – Attach Exemption Form

Effective July 10, 2012, you must submit a check for $150 to Washington Department of Fish and Wildlife, unless your project qualifies for an exemption or alternative payment method below. **Do not send cash.**

Check the appropriate boxes:

☐ $150 check enclosed. Check #_____

Attach check made payable to Washington Department of Fish and Wildlife.

☐ Charge to billing account under agreement with WDFW. Agreement #_____

☐ My project is exempt from the application fee. (Check appropriate exemption)

☐ HPA processing is conducted by applicant-funded WDFW staff.

Agreement #_____

☐ Mineral prospecting and mining.

☐ Project occurs on farm and agricultural land.

(Attach a copy of current land use classification recorded with the county auditor, or other proof of current land use.)

☐ Project is a modification of an existing HPA originally applied for, prior to July 10, 2012.

HPA #
_____

Washington Department of Natural Resources:

☐ Aquatic Use Authorization

Complete JARPA Attachment E and submit a check for $25 payable to the Washington Department of Natural Resources.

Do not send cash.

Washington Department of Ecology:

☐ Section 401 Water Quality Certification

United States Department of the Army permits (U.S. Army Corps of Engineers):

☐ Section 404 (discharges into waters of the U.S.) ☐ Section 10 (work in navigable waters)

United States Coast Guard permits:

☐ Private Aids to Navigation (for non-bridge projects)

Part 11–Authorizing Signatures

Signatures are required before submitting the JARPA package. The JARPA package includes the JARPA form, project plans, photos, etc. [help]

11a. Applicant Signature (required) [help]

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities, and I agree to start work only after I have received all necessary permits.

I hereby authorize the agent named in Part 3 of this application to act on my behalf in matters related to this application. KEL (initial)

By initialing here, I state that I have the authority to grant access to the property. I also give my consent to the permitting agencies entering the property where the project is located to inspect the project site or any work related to the project. _____ (initial)

KEVIN LABORNE	K E LaB	3/27/14
Applicant Printed Name	Applicant Signature	Date

11b. Authorized Agent Signature [help]

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities and I agree to start work only after all necessary permits have been issued.

KARISSA KAWAMOTO	Karissa Kawamoto	3/27/2014
Authorized Agent Printed Name	Authorized Agent Signature	Date

11c. Property Owner Signature (if not applicant) [help]

Not required if project is on existing rights-of-way or easements.

I consent to the permitting agencies entering the property where the project is located to inspect the project site or any work. These inspections shall occur at reasonable times and, if practical, with prior notice to the landowner.

Property Owner Printed Name	Property Owner Signature	Date

18 U.S.C §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device 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 statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years or both.

If you require this document in another format, contact the Governor's Office for Regulatory Innovation and Assistance (ORIA) at (800) 917-0043. People with hearing loss can call 711 for Washington Relay Service. People with a speech disability can call (877) 833-6341. ORIA publication number: ENV-019-09 rev. 08/2013