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

US Army Corps of Engineers ®
Seattle District

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

AGENCY USE ONLY

Date received:

Agency reference #: _____

Tax Parcel #(s): _____

_____

Part 1–Project Identification

1. Project Name (A name for your project that you create. Examples: Smith's Dock or Seabrook Lane Development) [help]
Port of Tacoma Terminal and Shoreline Area Routine Maintenance and Repair

Part 2–Applicant

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

2a. Name (Last, First, Middle)			
Stebbings, Jenn			
2b. Organization (If applicable)			
Port of Tacoma			
2c. Mailing Address (Street or PO Box)			
PO Box 1837			
2d. City, State, Zip			
Tacoma, WA 98401-1837			
2e. Phone (1)	**2f.** Phone (2)	**2g.** Fax	**2h.** E-mail
(253) 592-6793			jstebbings@portoftacoma.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.
- 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@oria.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)			
3b. Organization (If applicable)			
3c. Mailing Address (Street or PO Box)			
3d. City, State, Zip			
3e. Phone (1)	**3f.** Phone (2)	**3g.** Fax	**3h.** E-mail

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)			
4b. Organization (If applicable)			
4c. Mailing Address (Street or PO Box)			
4d. City, State, Zip			
4e. Phone (1)	**4f.** Phone (2)	**4g.** Fax	**4h.** E-mail

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]

Multiple locations owned by the Port of Tacoma. Please see Attachment B for a complete list of street addresses.

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

Tacoma, WA 98421

5d. County [help]

Pierce

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

¼ Section	Section	Township	Range
See Attachment B			

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)

45.265458 N lat. / -122.412325 W long.

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

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

Multiple tax parcels. Please see Attachment B for a complete list of tax parcel numbers.

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)
See Attachment C		

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

None

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

Commencement Bay, Blair Waterway, Hylebos Waterway, Sitcum Waterway, Thea Foss Waterway, Wheeler-Osgood Waterway, Puyallup River, Hylebos Creek, Wapato Creek

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 Port waterways have been created and maintained as industrial waterways and no longer have a vegetated riparian edge or functioning floodplain. Sediments in the channel consist of silt and mud.

Most properties consist of either paved or gravel surfaces. Upland and shoreline vegetation is absent or sparse and typically consists of non-native invasive species that do not provide shade or bank stabilization. The upland portions of the sites consist of piers, impervious pavement, bulkheads, and riprap. On-site vegetation is typically located where volunteer plant species are able to find footholds in existing compacted and impervious surfaces.

There are a few restoration and mitigation sites on portions of the waterways outside of the project areas where riparian conditions have been restored and some riparian vegetation exists.

Commencement Bay and portions of the Port area waterways are listed as Priority Habitat with the Washington Department of Fish and Wildlife and are known to contain ESA-listed species; however, wildlife habitat is negligible within the project areas.

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

The Port of Tacoma is located in the Tacoma Tideflats, zoned Port Maritime and Industrial. The sites included in this application are used for marine cargo transport including loading, offloading, transfer, and storage.

Most properties consist of either paved or graveled surfaces. The upland portions of the sites consist of piers, railways, impervious surfaces, warehouse, and other structures.

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

Nearly all the adjacent properties are used as industrial or commercial sites and/or marine cargo shipping terminals.

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

Structures typical of the project areas include those associated with shipping such as wharves, piers, maintenance shops, warehouses, and other storage facilities. Some areas such as the Earley Business Center (EBC) include manufacturing, while others are associated with transloading and logistics. Most sites include above and belowground utilities and public and private roads.

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

The project sites are located throughout the Tacoma Tideflats; see Figures 2-6

Directions to the Administration Building:

From I-5, take Portland Avenue Exit. Follow Portland Avenue north to Lincoln Avenue; turn right onto Lincoln Avenue and cross Puyallup River Bridge; turn right onto Lincoln Loop Road (first stoplight after bridge); turn right at first stop sign to stay on Lincoln Loop Road; turn left at second stop sign onto Milwaukee Way; follow Milwaukee Way north to Sitcum Way and turn right onto Sitcum Way.

Port Administration Building will be on the left.

Part 6–Project Description

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

The Port of Tacoma is seeking approval to allow routine maintenance and repair of existing structures and utilities located on terminal facilities and along the shoreline.

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

The purpose for this project is to streamline the approval process for the Port of Tacoma's commonly performed maintenance and repair activities. Permitting routine maintenance and repair activities individually is an inefficient use of both agency and Port resources. The following routine maintenance and repair activities are needed to maintain the integrity of Port infrastructure and to operate safely and efficiently.

Hanging fender systems and rub strip repair: Fenders and rub strips are located on the outer surface of a dock and prevent the vessel or dock from being damaged during the mooring process and while the vessel is berthed. Fenders and rub strips must be maintained and replaced as they become damaged and worn.

Bolt-on fender systems and rub strip repair: Fenders and rub strips must be maintained and replaced as they become damaged and worn.

Bull rail repairs/maintenance: Bull rails run along the edge of a dock and are used as a curb to prevent objects and people from falling into the water. These must be maintained and occasionally replaced for safety.

Bollard installation/relocation (includes mooring hardware): Bollards must be installed and/or relocated to provide mooring capabilities at a facility. Bollards are placed in berthing locations that will allow better utilization of the existing wharf by vessels. Ship lengths vary and are trending toward being much larger, which require the addition of bollards in more strategic locations to accommodate those ships.

Utility maintenance: Utilities associated with the existing uses must be maintained, including the repair and replacement of electric, domestic water, fire water, stormwater, communications and warning system such as speaker arrays, strobes and control cabinets. Replacement is limited to that needed to maintain the original condition and use and does not include significant expansion of capacity.

Power/Switch gear maintenance: Routine maintenance is required periodically to maintain functionality, including upgrades and increasing capacity allowed per code. Routine maintenance is limited to existing structures.

Crane rail repairs: A crane rail is a track located on the wharf upon which a top running crane moves. Rails must be maintained to ensure proper operation of the cranes.

Deck repairs including re-planking of dock surfaces (wood): Deteriorated timber pieces need to be replaced to maintain existing docks and preserve structural integrity.

Re-paving existing paved areas: Paved areas on the pier surface must be resurfaced to maintain integrity.

Exterior building repairs and maintenance: Existing buildings must be maintained to prevent their decline. Maintenance and repair will include windows, doors, siding, landscaping, fencing, roofing, and associated equipment (e.g., HVAC, etc.).

Containment berm installation and maintenance: Containment berms are paved and used to control stormwater flows. Repair and maintenance is limited to work that does not alter the flow to or from a critical area.

Light pole maintenance: Light poles must be maintained and replaced, including increases in height when needed to maintain safe operations.

Safety equipment maintenance: Safety equipment, including safety ladders, life rings, and floatation devices, must be maintained to operate safely and meet state and federal code requirements. Maintenance may include the installation and relocation of safety ladders and life rings.

Navigation light maintenance and replacement: Navigation lights are located on piling and must be maintained and replaced as needed for safety. This does not include pile replacement.

Safety platform maintenance: Platforms, such as line handling platforms, must be installed, maintained and/or relocated for safety. A significant increase in overwater coverage is not included as maintenance.

Cathodic protection system repair/maintenance: Cathodic protection systems are installed to extend the life of dock steel piles. The system works by connecting protected metal to a more easily corroded "sacrificial metal" to act as the anode. The sacrificial metal corrodes instead of the protected metal. Without the protection system, corrosion can occur in the piling splash zone. A typical system includes pile wraps located on each pile from the concrete pile caps to below the Mean Lower Low Water (MLLW) elevation. All of the cathodic protection piles have a bolt welded at the top, which will allow bond wires to be attached between each pile. An anode attachment is located below the subtidal water line.

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.

Hanging and bolt-on fender systems and rub strip repair: Work will occur from existing piers located above and adjacent to marine waters and in the 100-year floodplain. To replace the fenders and rub strips, a derrick is maneuvered as close as possible to the wingwall where it holds the replacement fender or rub strip while the bolts are removed by hand. The original fender or rub strip is then lowered and loaded onto a barge or truck and removed from the site. The replacement fender or rub strip is then held and bolted into place.

Bull rail repairs/maintenance: Work will occur from existing piers located above and adjacent to marine waters and in the 100-year floodplain. No parts of the bull rail are in contact with the water. The bull rail and decking are generally installed manually using hand tools from the dock surface. However, on occasion, it will be necessary to use a forklift or backhoe to remove heavy sections.

Bollard installation/relocation (includes mooring hardware): Work will occur from existing piers located above and adjacent to marine waters and in the 100-year floodplain. The concrete of the bull rail and pile cap will be chipped away to expose the rebar, and holes will be drilled in the broken concrete surface. Dowels will be epoxied into the holes to provide solid anchoring points for the new concrete to help integrate the old and the new as one structure. The new bollard will be placed in position and integrated into the existing rebar and concrete and the pour will be formed up, then the new concrete will be poured and finished.

Utility maintenance: Work can occur from existing piers located above and adjacent to marine waters and within the 100-year floodplain. Maintenance in areas landward of the High Tide Line (HTL) / Ordinary High Water Mark (OHWM) may include trenching, backfilling and repaving.

Repair or replacement of underground utilities will require existing pavement to be saw cut and removed for trenching. Trenching will remove the subgrade material to allow access to the existing utilities. Once repairs are complete the trench will be backfilled with excavated material or new clean imported material. All excavated material not used will be stockpiled and tested for proper disposal offsite. Repaving will be conducted to match the existing surface, grade, and asphalt thickness.

Maintenance and repair of electrical equipment will be conducted based on the associated building and common industrial standard.

Warning system equipment maintenance and repair includes work on speaker arrays, strobes, and control cabinets that are located on poles in upland locations.

Power/Switch gear maintenance: Work may occur from existing piers located above and adjacent to marine waters and within the 100-year floodplain.

Maintenance and repair of electrical equipment will be conducted based on the associated building and common industrial standard.

Crane rail repairs: Work will occur from existing paved wharfs located above and adjacent to marine waters and within the 100-year floodplain. All work will occur from the surface of the existing paved wharf.

Deck repairs including re-planking of dock surfaces (wood): Work will occur above and adjacent to marine waters and within the 100-year floodplain. Specifically, deteriorated timber planks will be removed and replaced with new timber planks. No in-water work will occur; all equipment will be positioned on the dock itself; and no increase in footprint or overwater coverage is proposed.

The deteriorated timber will be removed by cutting with a chainsaw and lifting out either by hand or with a truck-mounted davit. Due to the severe constraints beneath the dock, the Port will not be able to employ work floats or tarps to capture falling debris; however, workers will operate a vacuum while using power tools to cut decking, and skim any debris that may escape the vacuum to minimize impacts to the waterbody. Replacement timbers will be installed using hand tools.

Re-paving existing paved areas: Work will occur landward of the HTL / OHWM and may occur within the 100-year floodplain. The old surface will be milled away. An application of a tack coat will be applied and a new layer asphalt will then be laid down with paving machines and rollers.

Exterior building repairs and maintenance: Work will occur above and adjacent to marine waters and within the 100-year floodplain. Maintenance and repair work will be conducted from improved areas surrounding existing buildings. Typical equipment may include lifts, scaffolding, and trucks. Landscaping and fencing maintenance is limited to the immediate area surrounding buildings and parking areas that are not part of a restoration, mitigation, or other area that is not already regularly maintained.

Containment berm installation and maintenance: Work will occur landward of the HTL / OHWM and may occur within the 100-year floodplain. Typical equipment used to construct a containment berm includes trucks and paving equipment.

Light pole maintenance: Work will occur above and adjacent to marine waters and within the 100-year floodplain. Typical equipment will include lifts and trucks.

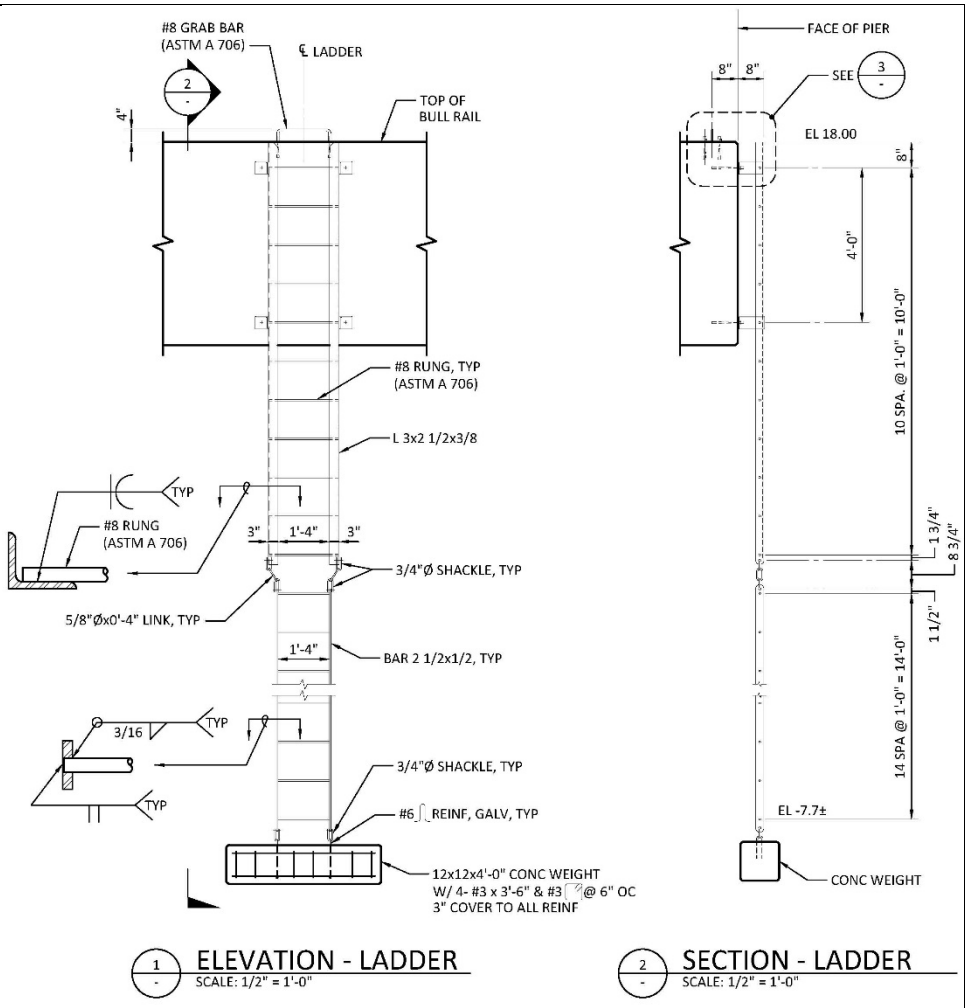

Figure: Typical Safety Ladder

Maintenance of safety equipment: Work will occur above and adjacent to marine waters and within the 100-year floodplain. Safety equipment will be installed using hand tools on the dock surface or with the use of a boom truck operated from the dock or a barge. Workers will operate a vacuum while using power tools to cut decking in over water areas and skim any debris that may escape the vacuum to minimize waterbody impacts. Safety ladders are approximately 30 feet long and 24 inches wide and are mounted to the face of the wharf or pier (please see Figure 1 for standard dimensions). Life rings and their housing are approximately 2 feet by 2 feet and are mounted to the top of the wharf or pier.

Navigation light maintenance and replacement: Work will occur above and adjacent to marine waters and within the 100-year floodplain. Navigation lights will be accessed by boat and replaced with hand tools.

Safety platform maintenance: Work will occur above and adjacent to marine waters and within the 100-year floodplain. Line platforms will be accessed from the pier and will be maintained with hand tools and/or use of a boom truck operated from the pier.

Cathodic protection system repair/maintenance: Work will occur within the 100-year floodplain above and in marine waters. Repair and maintenance will be done with hand tools from a floating work platform and/or by divers.

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: March 2020 End Date: Ongoing ☐ See JARPA Attachment D

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

Cost will vary

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

There are wetlands located within the Port of Tacoma adjacent to areas where maintenance and repair work will occur; however, no work will occur in wetlands. The work is limited to repair and maintenance activities to ensure the continued use of existing structures and improvements. The project will avoid impacts to wetlands by using proper Best Management Practices (BMPs) and confining work to already developed and improved areas. No wetland vegetation or soils will be disturbed, and drainage patterns will not be altered.

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 ☐ Don't know

No wetlands or buffers will be impacted from the maintenance and repair activities; therefore, no mitigation is proposed.

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

N/A

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)

[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]

N/A

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

The Port of Tacoma will ensure that the maintenance activities do not harm wildlife, vegetation or other elements of the shoreline environment. In addition to the following BMPs, the maintenance activities will be designed to comply with applicable federal, state and local laws and regulations to avoid and minimize adverse impacts to the aquatic environment.

The following BMPs apply to all maintenance activities:

- Each activity will comply with the Washington Department of Fish and Wildlife Hydraulic Project Approval requirements including timing restrictions to protect juvenile salmonid migration.
- Each activity will comply with water quality restrictions imposed by the Washington Department of Ecology and implement corrective measures if water quality standards are exceeded.
- If a contractor performs the maintenance activities, they will be required to prepare a Spill Prevention, Control and Countermeasures plan (SPCC). The SPCC plan will describe how the contractor will store all fuels and hazardous substances that may be onsite during construction. It will include procedures that the contractor will follow in the event of a fuel or chemical spill, and will require the contractor to have a spill response kit that will prevent spilled material from entering surface

waters. The plan will also include emergency phone numbers and contacts that will be made in the event of a spill.

- No petroleum products, hydraulic fluids, chemicals, or any other polluting substances shall be allowed to enter waters of the state.
- Fuel hoses, oil drums, oil or fuel transfer valves and fittings, etc., will be checked regularly for drips or leaks, and shall be maintained and stored properly with secondary containment to prevent spills.
- Once the activity is complete, all temporary work structures, devices, equipment, materials, man-made debris and wastes from the project shall be completely removed from the shoreline.
- Temporary floating work platforms will not disturb eelgrass, kelp, and/or intertidal wetland vascular plants.
- Work that could result in debris and substances entering waters of the state shall include a containment structure capable of collecting all debris and substances. Where space or worker safety constraints preclude the use of such structures, workers will operate a vacuum while using power tools to cut or drill, and will skim any debris that may escape the vacuum to minimize waterbody impacts.
- No stockpiling or staging of materials will occur waterward of the HTL / OHWM of any waterbody, except for when work is occurring on a paved wharf/pier. Stockpiles will be covered with plastic to prevent contact with the elements and erosion.
- All areas for equipment fuel storage will be located 150 feet from open water or wetlands.
- Fueling and servicing of all equipment will be confined to an established staging area that is at least 150 feet from open water or wetlands.
- A spill kit with oil-absorbent materials is on site to be used in the event of a spill.
- Deck and storm drain inlets will be protected to prevent sediment and contaminants from entering the waterways or storm drain system.
- Proper BMPs such as a silt fence and/or straw wattles will be used to provide a physical barrier to sediment and prevent runoff.

BMPs specific to the maintenance activity include, but are not limited to:

Hanging and bolt-on fender systems and rub strip repair

- A small barge, wood and/or cloth barrier will be used to catch debris to prevent it from falling into the water.

Bull rail repairs/maintenance

- A small barge, wood and/or cloth barrier will be used to catch debris to prevent it from falling into the water.

Bollard installation/relocation (includes mooring hardware)

- Stormwater BMPs will be in place to ensure that concrete dust is not carried through the deck drains on the wharf/pier, and to ensure that stormwater does not contact wet or fresh concrete.
- A small barge, wood and/or cloth barrier will be used to catch the concrete as it is chipped to prevent it from falling into the water.
- Concrete forms will be completely sealed on the bottom and sides to prevent wet concrete from escaping and dropping into the water.
- Washwater and leftover concrete product will not be allowed to drain onto the deck or into storm drains or allowed to drain to waters of the state.

Utility maintenance

- Work that could result in debris and substances entering waters of the state shall include a containment structure capable of collecting all debris and substances.
- Stormwater BMPs will be in place to ensure that concrete dust is not carried through the deck drains on the pier/wharf, and to ensure that stormwater does not contact wet or fresh concrete.
- Slurry, cuttings, or process water will not be allowed to drain to waters of the state or stormwater conveyance systems.

Power/Switch gear maintenance

- Stormwater BMPs will be in place to ensure that concrete dust is not carried through the deck drains on the pier/wharf, and to ensure that stormwater does not contact wet or fresh concrete.
- Washwater and leftover concrete product will not be allowed to drain onto the deck or into storm drains or allowed to drain to waters of the state.

Crane rail repairs

- Work that could result in debris and substances entering waters of the state shall include a containment structure capable of collecting all debris and substances.
- Stormwater BMPs will be in place to ensure that concrete dust is not carried through the deck drains on the pier/wharf, and to ensure that stormwater does not contact wet or fresh concrete.
- Slurry, cuttings, or process water will not be allowed to drain to waters of the state or stormwater conveyance systems.
- Concrete forms will be completely sealed on the bottom and sides to prevent wet concrete from escaping and dropping into the water.
- Washwater and leftover concrete product will not be allowed to drain to deck or storm drains or allowed to drain to waters of the state.

Deck repairs including re-planking of dock surfaces (wood)

- Work floats or tarps will be used to capture any falling debris to prevent any material from entering the waterway. Where such space or worker safety constraints preclude the use of such structures, workers will operate a vacuum while using power tools to cut or drill, and will skim any debris that may escape the vacuum to minimize waterbody impacts.
- Excess or waste materials will not be allowed to enter waters of the state. All such materials will be collected and recycled or disposed of at an approved upland facility.
- Wood treated with creosote or pentachlorophenol will not be used.
- Any deck overlay removal and/or replacement must have a sound subsurface that will prevent existing or new overlay material from entering waters of the state.

Re-paving existing paved areas

- Slurry, cuttings, or process water will not be allowed to drain to waters of the state or stormwater conveyance systems.
- Washwater and leftover concrete product will not be allowed to drain to deck or storm drains or allowed to drain to waters of the state.

Exterior building repairs and maintenance

- Slurry, cuttings, or process water will not be allowed to drain to waters of the state or stormwater conveyance systems.
- Work that could result in debris and substances entering state water shall include a containment structure capable of collecting all debris and substances.

Containment berm installation and maintenance

- Slurry, cuttings, or process water will not be allowed to drain to waters of the state or stormwater conveyance systems.

Light pole maintenance

- Slurry, cuttings, or process water will not be allowed to drain to waters of the state or stormwater conveyance systems.

Safety equipment installation/relocation (ladders, flotation devices, etc.)

- A small barge, wood and/or cloth barrier will be used to catch debris to prevent it from falling into the water.

Navigation light maintenance and replacement

- Work that could result in debris and substances entering waters of the state shall include a containment structure capable of collecting all debris and substances.

Safety platform maintenance

- A small barge, wood and/or cloth barrier will be used to catch debris to prevent it from falling into the water.

Cathodic protection system repair/maintenance

- Work that could result in debris and substances entering waters of the state shall include a containment structure capable of collecting all debris and substances.

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 ☐ Don't know

The project sites are highly modified and contain armored/hardened shorelines, piers/wharves and impervious surfaces typical of the Shoreline Port Industrial (S10) Port Maritime and Industrial (PMI) zone. The project areas are within the state designated shoreline district and FEMA designated floodplain. These environmental designations and the existing conditions were considered in evaluating potential indirect impacts to determine if mitigation is necessary. The maintenance activities are not anticipated to result in permanent impacts to adjacent wetlands or buffers; therefore, no compensatory mitigation is proposed.

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]

N/A

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
Various maintenance activities	Blair, Hylebos, Sitcum, Thea Foss, Wheeler-Osgood Waterways	Over; adjacent	Varies; typically hours or days	None	None
Various maintenance activities	Puyallup River, Hylebos Creek, Wapato Creek	Adjacent	Varies; typically hours or days	None	None

[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]

No fill material will be placed in the waterbody.

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]
N/A

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
U.S. Army Corps of Engineers	Jacalen Printz	(206) 764-6901	January 21, 2020
Washington Dept. of Fish and Wildlife	Liz Bockstiegel	(360) 480-2908	January 21, 2020
City of Tacoma	Shirley Schultz	(253) 591-5121	March 17, 2015

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: https://ecology.wa.gov/Water-Shorelines/Water-quality/Water-improvement/Assessment-of-state-waters-303d.

☒ Yes ☐ No

Inner Commencement Bay is listed for Benzene; Copper; Chlorinated Pesticides; DDT; HPAH; Tetrachloroethylene; Trichloroethylene; Dieldrin; PCB; Ammonia-N; Bacteria; 1,2-Dichlorobenzene; 1,4-Dichlorobenzene; and 2,4,6-Trichlorophenol.

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.

17110019

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

- Go to https://ecology.wa.gov/Water-Shorelines/Water-supply/Water-availability/Watershed-look-up to find the WRIA #.

WRIA 10 – Puyallup/White

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

- Go to https://ecology.wa.gov/Water-Shorelines/Water-quality/Freshwater/Surface-water-quality-standards/Criteria 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: https://ecology.wa.gov/Water-Shorelines/Shoreline-coastal-management/Shoreline-coastal-planning/Shoreline-laws-rules-and-cases.

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

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

- Go to http://www.dnr.wa.gov/forest-practices-water-typing 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: _____

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

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

☒ Yes ☐ No

Select project sites along the Hylebos and Blair Waterways are known to contain contaminated sediments; however, no project activities are anticipated to disturb any site sediments.

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

The properties have all been used for industrial and shipping-related purposes since the Tideflats were filled and the waterways created.

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

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

☒ Yes ☐ No

A cultural resource survey for the Blair-Hylebos Peninsula is available upon request.

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]

The table below identifies species listed under the ESA that could potentially be present within the project vicinity:

Species Name			ESA Listing Status	Critical Habitat
Common Name	Scientific Name	ESU or DPS[1]		
Chinook Salmon	(*Oncorhynchus tshawytscha*)	Puget Sound ESU	Threatened	Designated
Steelhead	(*Oncorhynchus mykiss*)	Puget Sound DPS	Threatened	Designated
Bull Trout	(*Salvelinus confluentus*)	Coastal-Puget Sound DPS	Threatened	Designated
Boccaccio	(Sebastes paucispinis)	Puget Sound/ Georgia Basin DPS	Endangered	Proposed
Yelloweye Rockfish	(Sebastes ruberrimus)	Puget Sound/ Georgia Basin DPS	Threatened	Proposed
Pacific Eulachon	(Thaleichthys pacificus)	Southern DPS	Threatened	Proposed
Orca Whale	(*Orcinus orca*)	Southern Resident DPS	Endangered	Designated
Humpback Whale	(*Megaptera novaeangliae*)	N/A	Endangered	Not Designated or Proposed
Marbled Murrelet	(*Brachyramphus marmoratus*)	N/A	Threatened	Designated

[1]ESU: Evolutionarily Significant Unit; DPS: Distinct Population Segment

The project is expected to have no effect on these species.

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]

Portions of the waterways within the project areas are mapped as Estuarine Zone and Estuarine and Marine Wetlands which are a listed Priority Habitats.

WDFW Priority Species that may be present in the vicinity include bald eagle, peregrine falcon, cormorant, alcids, great blue heron, Steller sea lion, Dungeness crab, surf smelt, coho and chum salmon and the ESA-listed species in Section 9l; however, there are no haulout sites, breeding areas, nests or roosting areas on or in the immediate vicinity of the project sites.

The location of the work on developed lands adjacent to a highly developed waterway and the use of proper BMPs make it extremely unlikely that any of the above species or habitat would be affected.

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.oria.wa.gov/opas/.
- Governor's Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@oria.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 https://ecology.wa.gov/regulations-permits/SEPA-environmental-review.

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

☐ A SEPA determination is pending with _____ (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? WAC 197-11-800(3) – Repair, remodeling and maintenance activities

☐ Other: _____

☐ SEPA is pre-empted by federal law.

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

LOCAL GOVERNMENT

Local Government Shoreline permits:

☐ Substantial Development ☐ Conditional Use ☐ Variance

☒ Shoreline Exemption Type (explain): TSMP 2.3.3.2. Normal Maintenance and Repair

Other City/County permits:

☐ Floodplain Development Permit ☐ Critical Areas Ordinance

STATE GOVERNMENT

Washington Department of Fish and Wildlife:

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

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

FEDERAL AND TRIBAL GOVERNMENT

United States Department of the Army (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:

☐ General Bridge Act Permit ☐ Private Aids to Navigation (for non-bridge projects)

United States Environmental Protection Agency:

☐ Section 401 Water Quality Certification (discharges into waters of the U.S.) on tribal lands where tribes do not have treatment as a state (TAS)

Tribal Permits: (Check with the tribe to see if there are other tribal permits, e.g., Tribal Environmental Protection Act, Shoreline Permits, Hydraulic Project Permits**,** or other in addition to CWA Section 401 WQC)

☐ Section 401 Water Quality Certification (discharges into waters of the U.S.) where the tribe has treatment as a state (TAS).

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. _____ (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)

Applicant Printed Name	Applicant Signature	Date
JENN STEBBINGS		02/13/2020

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.

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 (provide copy of easement with JARPA).

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: ORIA-16-011 rev. 09/2018