

SEPA ENVIRONMENTAL CHECKLIST
WAC 197-11-960

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you. The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for non-project proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply". IN ADDITION, complete the SUPPLEMENT SHEET FOR NON-PROJECT ACTIONS (part D). For non-project actions, the references in the checklist to the words "project", "applicant" and "property or site" should be read as "proposal", "proposer" and "affected geographic area" respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

Bridgeport Access – WDFW Public Boat Launch

2. Name of applicant:

Washington Department of Fish & Wildlife
Attention: James Gigstead, Marty Peoples

3. Address and phone number of applicant and contact person:

James (Rusty) Gigstead
Washington Department of Fish and Wildlife
Project Manager
1701 S. 24th Ave.
Yakima, WA 98902
509-457-9308
James.gigstead@dfw.wa.gov

Marty Peoples
Washington Department of Fish and Wildlife
Permit Biologist
600 Capitol Way North
Olympia, WA. 98501
360-902-8426
Marty.Peoples@dfw.wa.gov

4. Date checklist prepared:

March 14, 2013

Prepared By: Larry Lehman; Grette Associates
151 South Worthen St. Suite 101
Wenatchee, WA 98801
509-663-6300 larryl@gretteassociates.com

5. Agency requesting checklist:

Washington Department of Fish and Wildlife

6. Proposed timing or schedule (including phasing, if applicable):

All in-water work would be timed to avoid the annual outmigration of juvenile salmonids to the extent possible. Due to the amount of work that is proposed, the applicant is requesting a work window of July 1 through February 28. The in-water work is scheduled to occur the first work window following receipt of all permits. No phasing is proposed and the upland work will occur within a year of receipt of required permits.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with the proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

As part of the USACE permitting process, a Biological Assessment was completed for the project.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no applications pending that will affect this proposed project.

10. List any government approvals or permits that will be needed for your proposal, if known.

SEPA Determination (City of Bridgeport)
Shoreline Substantial Development (City of Bridgeport)
Shoreline Conditional Use Permit (City of Bridgeport)
U.S. Army Corps of Engineers Section 10/404 Permit
WDFW Hydraulic Project Approval
Washington Department of Ecology Water Quality Certification
Washington State Department of Natural Resources Aquatic Lease
Washington Department of Ecology Stormwater Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description).

The applicant proposes to construct a new double-lane boat launch and install a handling float as well as dredge a maneuvering area at the waterward end of the proposed boat launch in the main channel of the Columbia River (Sheets 1-10). The proposed project will also include the installation of an upland parking area, access road, and public restroom.

The proposed project will be located on land owned by Public Utility District No. 1 of Douglas County (Douglas PUD). Following completion of construction, Douglas PUD will own and maintain the facility.

Work will occur both above and below OHWM. The proposed project is described in detail by project element below.

Proposed Boat Launch

The proposed double-lane boat launch would provide public access to the Columbia River for the recreational use of the river. The existing launches within the cities of Brewster, Pateros, and Bridgeport are heavily utilized during the summer months, as well as fishing and hunting season. Specifically, during fishing season the use of the existing launches are at their maximum. The proposed boat launch would include two 142 ft long by 16 ft wide ramps, constructed of both pre-cast concrete and cast-in-place concrete (above OHWM). The proposed launch would consist of two launch lanes, a handling float running between the lanes, articulating concrete block (ACB) revetment, and a rip rap edge protection. Pre-cast concrete panels would be used on the ramp slope, and cast-in-place concrete would be used from the top of the ramp slope landward. Overall, the boat launch, including cast-in-place ramp panels, pre-cast concrete ramp panels, ACB revetment, and rip rap edge protection) would encompass 7,524 sq ft, of which 4,172 sq ft would be located below the OHWM. The proposed boat launch would extend from approximately +787.5 NGVD down to +770.3 ft NGVD at its lower end. The proposed boat launch and edge protection would extend approximately 70 ft waterward of OHWM (Sheet 8).

To construct the boat launch, native material above and below the OHWM would be removed to achieve the desired slope and depth of the proposed launch, as well as to excavate the armor toes along the sides and foot of the ramps (Sheets 8-9). In total, approximately 60 cyds of material over 3,352 sq ft will be excavated from above the OHWM, and 600 cyds over 4,765 sq ft will be dredged from below OHWM in order to install the proposed concrete boat launch, rip rap edge protection, and concrete abutment. Material will be excavated using an excavator, loaded into a truck, and disposed of at an appropriate upland location (outside of the 200 ft shoreline zone). Material removed below the OHWM will be discussed in greater detail below in the dredging section. The landward end of the boat launch will consist of a cast in place concrete ramp apron that will be located above the top of the slope. The concrete apron will cover 1,200 sq ft (including a 240 sq ft concrete abutment for the handling float) and will require 24 cyds of concrete, all of which is located above the OHWM. Up to approximately 60 cyds of backfill may be necessary for the ramp above OHWM. If this backfill is needed, on-site material previously excavated would be reused.

Waterward of the apron, the boat launches will be constructed using precast concrete panels. As with the concrete apron, the existing shoreline will need to be excavated and dredged to establish the desired grade to provide a gradual slope for the installation of the launch. The proposed slope will be 14 percent slope, which is the required slope to allow for efficient launching of boats. The boat launch will consist of two 16 ft wide concrete launches with ACB revetment edge protection around the entire launch and under the floats. Following the excavation and dredging, a geotextile fabric will be installed on the prepared base prior to installation of foundation gravel fill. A total of 9,225 sq ft of filter fabric will be placed for the launch, 5,650 sq ft of which will be placed below the OHWM. A 6-inch-thick layer of the crushed rock/gravel foundation will then be installed, consisting of approximately 125 cyds (78 cyds below OHWM) of gravel. After the gravel has been graded, the ramp steel installation bars, used to support and install the ramp precast planks, will be placed into position over the initial gravel lift.

After completing preparation of foundation, precast concrete planks would be installed into position utilizing a crane (plank picked and dropped into place) or front end loader/excavator (plank pushed into place) with the guidance of divers, if needed, that will assist in the proper alignment of the planks along the steel bar. The planks will be secured by tongue and groove indentations that are cast into the plank ends and by steel plates at each joint (every four feet). The plates are fixed to the ground with duckbill anchors and steel cable driven approximately 3 feet below grade. The cable will pass through the adjacent ACB concrete block mats so secure these to the planks. The precast planks will be installed from the ramp toe, up to an elevation above OHW to ensure all cast-in-place concrete work is conducted in dry conditions. Pre-cast concrete panels will be constructed off site and transported to the upland by truck. Pre-cast concrete panels will be approximately 4 ft wide by 16 ft long and 6 inches thick. The concrete panels will be installed using an excavator or crane, operated from a barge or land based where accessible. In total, approximately 67 cyds of pre-cast concrete would be installed for the boat launch (38 cyds of which would be below OHWM) over 3,584 sq ft (2,052 sq ft of which is below OHWM).

ACB mats would be placed in the area beneath the floats to serve as a grounding area for the floats. These would be installed concurrently with the riprap and other concrete blocks. ACB mats would be installed 8 ft wide and extend the length of the launch ramp, encompassing 900 sq ft (610 sq ft below OHWM). Voids in the concrete block mats,

beneath the floats and along the edges of the ramps, will be filled with approximately 15 cyds of gravel (10 cyds of which would be below OHWM).

ACB concrete mat edge protection will be installed along the sides of the ramp, and riprap would be installed at the toe of ramp and on the excavated side slopes. This toe/edge protection would be placed around the entire perimeter of the proposed boat launch to prevent under-cutting of the concrete panels and to protect the newly excavated slopes along the sides of the launch from the high flows that this portion of the river experiences. ACB matting edge protection would include a 4 ft wide strip along each side of the ramp. This matting would encompass approximately 900 sq ft (approximately 610 of which would be below OHWM). ACB mats would be anchored using 120 in-ground earth anchors, which will be installed using jackhammers or skid steers/ backhoes with a mounted breaker attachment, both land and barge based. (Sheets 8 and 9).

The rip rap toe protection will be placed at the waterward end of the boat launch. The rip rap will extend approximately 8.5 ft from the end of the last panel and will be approximately 18 inches thick. Additionally, riprap would be placed along the sides of the ramp as slope protection for the newly-excavated launch area. Riprap slopes will be sloped at 1.5H:1V and rip rap will be approximately 20 inches thick, with the width varying based on the existing contours. In total, rip rap protection will encompass approximately 940 sq ft/55 cyds, of which 900 sq ft/50 cyds will be located below the OHWM.

Proposed Handling Float

A handling float is proposed to be installed between the two 16-ft wide launch ramps. The proposed float would consist of an 8 ft by 30 ft concrete abutment, a 10 ft by 8 ft transfer span, and a 140 ft by 8 ft handling float system (Sheets 8-10). The new handling float (transfer span and handling float) would result in a total footprint of 1,200 sq ft, 910 sq ft of which would be below the OHWM and would result in an increase in overwater coverage.

The abutment would consist of a concrete “wedge”, poured on the ground and terminating well above OHWM (Sheet 8). The concrete abutment (19 cyds) would be 8 ft wide by approximately 30 ft long and would be constructed to match the proposed excavated shoreline grade at approximately +787.5 ft NGVD (~6 feet above the OHWM). The transfer span would be constructed with either galvanized steel or aluminum and 100% of the surface will be decked with ADA-compliant grating, which has over 60% open area. The transfer span would 8 ft wide and 10 ft long and would be attached to the concrete abutment and float sections. The float system would be composed of seven (7) separate floats (20 ft by 8 ft aligned end-to-end; Sheets 8-10). The floats would be constructed of galvanized steel or aluminum and 100% of the surface would be decked with ADA-compliant grating material, having approximately 60% open area (Sheets 9-10). Floats will be constructed off site and trucked to the site, where they will be launched or set with an excavator or crane, operated either from a barge or land based. Flotation for the floats would be provided by fully-encapsulated, white flotation drums. A total of four (4) floatation tubs will be used for each float. The floats will be 2 ft x 2 ft x 4 ft and will be white in color. All of the float framing would have greater than 50 percent open area. The float system would be anchored by seven (7) 12.75-inch diameter galvanized steel piles (epoxy coated white or PVC white sleeves; Sheet 10). Piles would be driven with a vibratory or impact hammer based on existing substrate conditions to their minimum required embedment depths. Since the subsurface conditions are not known, the proposed project is being permitted assuming that an impact hammer will be utilized. If an impact hammer is used, sound attenuation measures (bubble curtain or wood block) would be used to minimize underwater noise. Also, piles will be capped with anti-perching pile caps. Due to the varying water levels of the reservoir, the handling floats will ground out. In order to minimize the damage from grounding out, ACB mats will be placed below the floats to provide a flat, stable surface. In addition, the floats will be constructed with support posts with HDPE feet that will also minimize the amount of surface area that will ground out. Each of the floats will contain four (4) support posts, that will ensure the floats do not completely obstruct the migration corridor along the shoreline.

Dredging

The purpose of the dredging is to provide a more gradual slope for the proposed boat launch and provide safe boater access to the proposed boat ramp. Dredging requirements for the project consist of the boat ramp area and maneuvering area. Dredging would encompass approximately 4,765 sq ft and would remove approximately 600 cyds of material from the river. Dredged materials are expected to consist of native cobble, gravel, and sand.

Dredging within the footprint of the proposed boat ramp is required to provide the proper slopes and grades for the boat ramp installation, including the gravel base, riprap scour protection, boarding floats, and concrete ramp (discussed above). Depth of dredging would vary from 1 to 7 feet below existing grade and would occur over an approximately 45 ft wide by 60 ft long area. Dredging for the boat launch will occur over approximately 4,240 sq ft, 4,172 sq ft of

which will require a substrate modification following the dredging (concrete launch, rip rap, and ACB matting). As stated above the ACB matting and rip rap is required to protect the edge and toe of the launch from the high flows at the site. The dredging and substrate modification of this area (placement of concrete, rip rap, and ACB matting) will result in impacts to the existing habitat provided at the site. The impacts of the substrate modification will be mitigated for by the installation of native riparian vegetation.

The dredging of the maneuvering area is required at the proposed boat ramp toe to provide safe navigation to the boat ramp from the river channel at the design low water level of 774.3 ft NGVD29. Due to the alignment of the proposed boat ramp and existing grades, some dredging is required beyond the toe of the proposed ramp to provide adequate water depth in the maneuvering area. Criteria for the proposed maneuvering area width and depth were developed utilizing industry standard guidance relative to project site specific water levels. Further, the channel bottom width has been optimized to minimize dredging and environmental impacts. The total width of the maneuvering area will be 60 ft. The required dredging footprint in the maneuvering area is approximately 525 square feet. Dredging depth within the maneuvering area will be 770.3 ft NGVD29 to match the toe of the concrete ramp plus an additional 1 ft overdepth allowance during construction. The dredging of the maneuvering area will result in little if any long term impacts to the existing habitat, due to the fact that no substrate modification is proposed. The substrates following the dredging will be native and will provide the same function as the existing conditions.

Dredging work for the maneuvering area and boat ramp elements will be conducted utilizing a combination of land based (excavator) and water based equipment (floating dredge). Dredging work will be conducted utilizing a mechanical dredge and/or excavator. Mechanical dredging operations will occur from land and from floating equipment, depending on the location of dredging and water levels present at the time of construction. It is expected that the type of equipment utilized will be an excavator or crawler crane mounted on a portable sectional barge (such as a flexi-float system). The sectional barge will be mobilized to the site by truck, assembled, and launched either at the boat ramp or at another nearby staging area. The barge and excavator system will be moved around the dredging work area using a small transportable tug. Dredged material will be removed from the reservoir bottom using either an excavator or clamshell bucket. The bucket will place the material onto a material barge, which will be fitted with side boards and filter fabric to contain the material. Initial dewatering is accomplished while material is on the barge deck as excess water returns to the river. The barge will be transported by small tug to the material offload facility which will be positioned near the location of the boat ramp facility. Dredge material will then be offloaded from the barge and loaded into a truck to be disposed of at an appropriate upland disposal site; outside of the 200 ft shoreline zone.

Dredging will be conducted to the lines and grades as shown on the plans. The extent of dredging will be monitored by GPS tracking equipment and/or visible stakes as necessary to verify that the dredging work stays within the planned limits. Environmental protection measures will be utilized to minimize environmental impacts. Due to the strong river flows at the property, floating silt curtain is not proposed as the existing coarse native substrates to be dredged and the coarse material that will be placed in the river are not expected to result in conditions that will exceed water quality requirements. Environmental protection measures will also entail the sampling of dredge spoils to detect the presence of lamprey.

Upland Work

The upland will be developed as a paved access road, paved parking and access area for vehicles and trailers with restroom facilities (Sheets 5-6). Work within the uplands will occur within the 100 ft riparian buffer and the 200 ft shoreline zone. Due to the importance of the riparian areas, work within the riparian buffer will be limited to the portion of the launch ramp that is above OHWM (3,352 sq ft of pre-cast and cast-in-place concrete, and rip rap) as well as the installation of an access road to the proposed launch (3,653 sq ft), for a total of 7,005 sq ft. All other development will be located landward of the riparian buffer.

Within 100-ft Riparian Buffer

As discussed above in the boat launch section, the portion of the boat launch that would be above OHWM but within the riparian buffer would encompass approximately 3,352 sq ft, including 1,200 sq ft of cast-in-place concrete apron/abutment at the top of the ramp, 1,532 sq ft of pre-cast concrete panels, 580 sq ft of ACB matting, and 40 sq ft of rip rap associated with the launch ramp. A total of 43 cyds of concrete would be required for the abutment and apron, 29 cyds of pre-cast concrete panels, 11 cyds of ACB matting, and 5 cyds of rip rap.

The proposed access road would result in the disturbance of approximately 3,653 sq ft within the 100-ft riparian buffer and will extend from the proposed parking area to the concrete launch apron. The access road will be asphalt, 40 ft wide at the waterward end and widening slightly toward the landward end. The access road within the riparian buffer

will require the excavation of 162 cyds of substrates and the placement of 132 cyds of fill, including gravel base, crushed surfacing, and 0.2 ft of asphalt. Concrete curbing will also be installed on either side of the access road to keep cars out of the riparian buffer, totaling 170 linear ft / 5.2 cyds of concrete.

Outside of 100-ft Riparian Buffer

The remainder of the work will occur outside of the riparian buffer (though much of this would still be within the 200-ft shoreline zone) and will include a portion of the asphalt launch road, the installation of a gravel parking area, a public restroom, an access to 2nd St., and the installation of a water and sewer line. The proposed parking area will include 56 truck and trailer parking stall and four ADA stalls. In order to achieve the desired grade for the parking area and access to 2nd St., the existing upland will need to be excavated and graded. In total, approximately 4,730 cyds (2,333 cyds of which would be within the 200-ft shoreline zone) of material would be excavated from the site over 3.13 acres (1.25 ac of which would be within the 200-ft shoreline zone). Following excavation, a total of 4,014 cyds over 3.13 acres (1,977 cyds/1.25 acres of which would be within the 200 ft shoreline zone) of fill will be placed and graded to the desired grade. This would include 0.2 ft of asphalt over 1,167 sq ft of the 200-ft shoreline zone (8.6 cyds) to complete the paved launch access road. The asphalt launch access road would then transition to gravel, which would be the final surface for the remainder of the parking area. Concrete curbing will be installed around the perimeter staging area and around the existing power poles. The curbing will encompass 2,716 linear ft/82.5 cyds (of which 671 linear ft / 20.4 cyds would be within the 200 ft shoreline zone) of concrete.

Core elements apply such that stormwater management will be integrated into the project design. The primary element affecting the site improvements is runoff treatment that will be provided via two, 3-foot wide, approximately 1-foot deep, gravel-filled trenches or flow-spreaders located between the parking area and the riparian buffer. The westernmost trench will be 280 ft long, and the eastern, 129 ft. The gravel trenches will require the excavation of approximately 23 cyds from approximately 1,227 sq ft of the shoreline zone. Once the trenches are excavated, an equal volume (23 cyds) of 2 1/2 inch minus permeable ballast will be placed in the trenches. These trenches will also provide additional sedimentation control and allow stormwater to discharge from the trench as sheet flow into the riparian buffer. The riparian buffer will serve as a vegetative filter strip providing treatment prior to discharge to the Columbia River. Flow control elements are not required at this site as the Columbia is an exempt surface water body.

The proposed project will also include the installation of a public restroom, which will be located outside of the 200 ft shoreline zone. The restroom will be 12ft by 15 ft and will require the excavation of approximately 28 cyds of material. The project is also proposing to extend water and sewer to the restroom; however, this may not occur based on funding. If it occurs, the installation of the 6 inch sewer line and 2-inch water line will occur completely landward of the 200 ft shoreline zone. These elements would be below the asphalt parking area and would require minor excavation/backfill outside of the shoreline zone.

Summary

Overall, the impact of the proposed project on the aquatic environment (below the OHWM) and the riparian buffer include (Sheet 8):

- The increase of 910 sq ft of overwater coverage,
- The installation of seven (7) 12.75 inch galvanized steel pipe piles to anchor the float,
- The dredging of 600 cyds of material for the installation of the boat launch and maneuvering area (over 4,765 sq ft),
- The placement of 204 cyds of select material (concrete, gravel base, quarry spall, and rip rap) that will modify 4,172 sq ft of the riverbed
- The installation of 120 earth anchors to secure pre-cast concrete panels and ACB matting
- Disturbance of 7,005 sq ft of the riparian buffer associated with the launch ramp and concrete aprons/abutment (3,352 sq ft) as well as the access road from the parking area to the launch (3,653 sq ft)

The proposed project will result in the modification of 4,765 sq ft of riverbed from natural conditions to manmade conditions, including dredging for the maneuvering area over 525 sq ft of riverbed, and additional dredging at the toe of the ramp over 68 sq ft. However, the modification of substrates in these areas does not have the potential to decrease habitat due to the underlying native substrates that will be exposed. The areas of substrate modification (4,172 sq ft) and the impacts of the floats (910 sq ft) would result in a total of 5,082 sq ft. of permanent, unavoidable impacts. To

offset these impacts, 5,082 sq ft of mitigation would be provided at the project site, immediately upriver and downriver of the proposed launch (Sheet 7).

The impacts to the riparian buffer are considered minimal due to the fact that the impacts will not result in significant impacts to fish and wildlife habitat. The proposed project will result in the disturbance to approximately 7,005 sq ft of the riparian buffer from the portion of the ramp that is above OHWM (3,352 sq ft) as well as the access road (3,653 sq ft). To offset these impacts, 7,005 sq ft of mitigation would be provided at the project site, immediately upriver and downriver of the proposed launch (Sheet 7).

Impacts to the uplands and shoreline zone would include the installation of a parking area and restroom and the access road from 2nd St. These activities will occur landward of the OHWM and the riparian buffer and will have little if any impact to the aquatic/riparian habitat at the site.

Proposed Mitigation

As mentioned above, the proposed project will result in an increase of approximately 910 sq ft of overwater coverage and approximately 4,172 sq ft of native substrate converted to non-native substrate. In total, this results in approximately 5,082 sq ft of net impact to the aquatic habitat at the Project site. The project will also disturb 7,005 sq ft of riparian buffer associated with the installation of the launch (2,152 sq ft) and access road (3,653 sq ft). Mitigation for the Project would be accomplished both by conservation measures such as minimizing the size of the proposed float's overwater coverage and using grated decking, as well as compensatory mitigation.

Compensatory mitigation is proposed, totaling 12,087 sq ft of riparian vegetation plantings. See Section 8d and Sheet 7 details. The mitigation planting areas will require the installation of 1 tree and 8 shrubs per 100 sq ft of mitigation plantings. Trees will be planted at a spacing of 10 ft on center and shrubs will be planted at a spacing of 3 ft on center. Native tree and shrub species common to the area would be planted in these areas. Species would be chosen based on WDFW's recommended riparian species for the Columbia River. Planting will be completed either prior to or concurrent with the construction of the proposed dock (or the first optimal planting time following the completion of the project; spring or fall). Planting will be installed within one year of the construction of the proposed project. WDFW has prepared a Habitat Re-vegetation Plan to provide additional detail on the riparian plantings (available upon request).

The installation of native riparian vegetation would not only provide fish and wildlife habitat on the subject property but would also result in an increase of organic debris and prey species into the river (from overhanging vegetation). This would enhance both the aquatic habitat on the subject property as well as the properties downriver of the property. The riparian planting installed to mitigate for the potential impacts of the project will be preserved and maintained for as long as the authorized project remains in place.

Project Timing

The Project would commence as soon as possible after permits are received, within the permitted in-water work windows. Best Management Practices (BMPs) would be implemented to minimize the potential effects on aquatic habitats or species.

All in-water work would be timed to avoid the annual outmigration of juvenile salmonids to the extent possible. Due to the amount of work that is proposed, the applicant is requesting a work window of July 1 through February 28. All in-water work proposed for this Project would be performed using standard BMPs.

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

The location of the proposal is within the City of Bridgeport. The project will occur on parcels 00200200001, 00200700000, 00200100000 & 00200200002 and the Columbia River. Section 15, Township 29 Range 25; 48.01849 N Lat. / -119.68561 W Long. From Wenatchee take SR 97 north to Brewster, WA. Turn right onto Bridge St/Hwy 173. Follow Hwy 173 into the City of Bridgeport. Hwy 173 becomes Maple St/10th St. Turn left onto Columbia Ave. Turn right onto 2nd St. After one block 2nd St turns to dirt at the entrance onto the subject properties.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. **General description of the site (circle one):** Flat, rolling, hilly, steep slopes, mountainous, other.

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

17%

- c. **What general types of soils are found on the site (for example: clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

Soil mapped for the property on the USGS soil survey website (<http://websoilsurvey.nrcs.usda.gov>) are Beverly cobbly fine sandy loam, 0 to 8 percent slopes.

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

There are no indications or history of unstable soils in the immediate vicinity of the proposed project.

- e. **Describe the purpose, type and approximate quantities of any filling or grading proposed. Indicate source of fill.**

Filling and grading for the in-water work as well as upland work will be as previously described in Sections A.11 and the table shown in B.3.1.3.

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

Erosion is not expected to occur, but the proposed construction would contain stormwater runoff and erosion protection measures that will be implemented.

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

Approximately 60% of the site will be impervious surfacing (asphalt or compacted gravel surface). The remainder of the site will be left in a natural state.

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

Vegetative coverings will be used to permanently stabilize cut and fill slopes against erosion. The grading plan will direct stormwater into ditches, culverts and detention ponds.

2. Air

- a. **What types of emissions to the air would result from the proposal (i.e.: dust, automobile odors, industrial wood smoke) during construction and when the project is completed? If any, describe and give approximate quantities if known.**

Minimal, short-term emissions will occur as a result of gas-powered construction machinery used to complete the project. Long-term, the project may result in the increased use of the park and the increase emissions would be from boats launched at the site and vehicles; however, quantities of these emissions would be minimal.

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

No.

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

None proposed.

3. Water

a. Surface

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

The property is located on and adjacent to the Columbia River.

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

Yes. Much of the proposed project would occur within 200 ft of the Columbia River, some of which would be below OHWM (Sheets 5-10). See A.11 for description.

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

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
Dredging for boat launch and maneuvering area	Columbia River	In river	Perm	Dredge 600 cyds of material (gravel/cobble and sand) would be removed from the river	4,765 sq ft. in the water; material will be disposed of outside the 200 ft shoreline zone
Placement of geotextile fabric under boat launch, quarry spall, and rip rap	Columbia River	In river	Perm	Geotextile fabric	Geotextile fabric will be placed over 9,225 sq ft, of which 5,650 sq ft would be below OHWM
Placement of foundation gravel for the boat launch	Columbia River	In river	Perm	A total of 125 cyds of gravel base will be installed under the boat launch, 78 cubic yards of which would be placed below the OHWM.	Foundation gravel would be placed over 5,384 sq ft with 3,272 sq ft being below the OHWM.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR AGENCY USE ONLY

Concrete boat launch panels	Columbia River	In river	Perm	A total of 57 cyds of precast concrete panels will be installed for the boat launch. Of this ~38 cyds will be installed below the OHWM.	The boat launch will be 140 ft long and 16 ft wide (1,760 sq ft). The waterward ~60 ft will be installed below the OHWM resulting in 2,052 sq ft of precast concrete placed within the OHWM.
Placement of ACM concrete block mats under the handling float and along ramp edges	Columbia River	In river	Perm	A total of 34 cyds of ACM mats will be installed, with 23 cubic yards be placed below the OHWM.	ACB matting will be placed over 1,800 sq ft, of which 1,220 sq ft will be below the OHWM.
Placement of gravel infill for ACB mats under float	Columbia River	In river	Perm	A total of 15 cyds of gravel base will be installed in the interstices of the ACB mats under the floats, 10 cyds of which would be placed below the OHWM.	Foundation gravel would be placed over 900 sq ft with 610 sq ft being below the OHWM.
Placement of rip rap for slope and toe protection	Columbia River	In river	Perm	A total of 55 cyds of rip rap protection will be installed along the edge of the launch, of which 50 cyds will be installed below the OHWM.	Rip rap will be placed over 940 sq ft, of which 900 sq ft will be below the OHWM.
Handling float	Columbia River	In river	Perm	Install a 150 ft long by 8 ft wide handling float. The waterward ~113 ft will be located below the OHWM.	Waterward ~114 ft will be placed below the OHWM. Overwater coverage will increase by 910 sq ft.
Pile driving for handling float	Columbia River	In river	Perm	A total of seven (7) piles will be installed to anchor the handling float.	Seven (7) 12.75 inch diameter pile will be installed below OHWM affecting 6.2 sq ft.

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

No.

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

No. The project will be adjacent to and on the Columbia River.

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

No waste material will be discharged.

b. Ground

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose and approximate quantities if known.

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals..., agricultural: etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material will be discharged.

c. Water Runoff (including storm water):

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

Storm water sources include paved 2nd Street and the parking lot. Storm water will be directed via roadside ditches to subsurface infiltration areas located between the parking lot and the riparian buffer. Only that storm water that falls on the launch itself will reach the Columbia River.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No waste materials will enter ground or surface waters.

4. Plants

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

- deciduous tree: alder, maple, aspen, other: _____
- evergreen tree: fir, cedar, pine, other: _____
- shrubs
- grass
- pasture crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other: _____
- water plants: water lily, eelgrass, milfoil, other: _____
- other types of vegetation

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

The aquatic portion of the Action Area provides shallow riverine habitat. The site is located in a small embayment on a relatively low-lying plain along the east bank of the Columbia River just south of Chief Joseph Dam in Bridgeport, WA; Douglas County. The site is vegetated primarily with riparian and shrub-steppe vegetation, grasses, and weedy species. Some shrubs are present along the shoreline near the OHWM at the site. Shrub/tree vegetation along the shoreline consists mainly of Wood's rose (*Rosa woodsii*), and elm (*Ulmus spp.*). Uplands in the vicinity provide some habitat for wildlife, as the site is undeveloped. However, large shrubs and trees that would provide cover and other habitat features are generally absent.

Below OHWM, water depth is relatively shallow. Substrate consists primarily of a layer of gravel/cobble. The aquatic habitat is low-sloped at approximately 7H:1V, out into the Columbia River. Minimal aquatic vegetation is present.

Removal of existing vegetation will be required for the construction of the boat launch facility, including upland weedy species, shrub-steppe vegetation, and some small elm trees. Vegetation removal would encompass 7,005 sq ft (0.16 acre) of the riparian buffer for the upland portion of the ramp/access road, an additional 1.25 acres within the 200-ft shoreline zone for the parking area, and an additional 1.88 acres outside of the 200-ft shoreline zone for the remainder of the parking area.

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

Species listed under the ESA that may be present in Douglas County include Ute ladies'-tresses (*Spiranthes diluvialis* – threatened); however, it has not been identified within the project boundaries.

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

As mentioned above, the proposed project will result in an increase of approximately 910 sq ft of overwater coverage and approximately 4,172 sq ft of native substrate converted to non-native substrate below OHWM. In total, this results in approximately 5,082 sq ft of net impact to the aquatic habitat at the Project site. In addition, the proposed project will also result in impacts to the existing riparian corridor and the riparian buffer. The proposed project was designed to minimize the potential impacts to the riparian corridor and the riparian buffer, by limiting the amount of disturbance within the buffer and locating all associated amenities outside of the buffer. In addition, the proposed project will be located in a historically disturbed portion of the shoreline. In total, the proposed project will result in the disturbance of approximately 7,005 sq ft of the riparian corridor and the riparian buffer.

Mitigation for the Project would first be accomplished by conservation measures listed in response 5d below. Compensatory mitigation is proposed for unavoidable impacts to the aquatic habitat and riparian zone. To mitigate for these impacts, the project would install 12,087 sq ft of native riparian vegetation immediately landward of the OHWM.

The mitigation planting area will be located on the subject parcel immediately upriver and downriver of the proposed launch. The proposed mitigation site is mostly devoid of trees and large shrubs, and is vegetated with grasses, weeds, low herbaceous species. The mitigation will be installed immediately landward of the OHWM. The existing shrubs and trees at the mitigation planting areas are located immediately landward of the OHWM and the width of the vegetation is approximately 3-10 ft.

The mitigation planting areas will require the installation of 1 tree and 8 shrubs per 100 sq ft of mitigation plantings. Trees will be planted at a spacing of 10 ft on center and shrubs will be planted at a spacing of 3 ft on center. Species to be installed consist of black cottonwood (*Populus balsamifera ssp. trichocarpa*), mountain alder (*Alnus sinuata*), coyote willow (*Salix exigua*), red osier dogwood (*Cornus stolonifera*), and nootka rose (*Rosa nutkana*). These species were chosen based on WDFW's recommended riparian species for the Columbia River. Planting will be completed either prior to or concurrent with the construction of the proposed dock (or the first optimal planting time following the completion of the project; spring or fall). Planting will be installed within one year of the construction of the propose project. WDFW has prepared a Habitat Re-vegetation Plan to provide additional detail on the riparian plantings (available upon request).

The mitigation planting will result in an increase in native vegetation along the shoreline that will not only provide habitat functions and values on the property but will also result in the export of resources downriver of the project.

5. Animals

a. Circle any birds and animals which has been observed on or near the site or are known to be on or near the site:

- Birds: hawk, heron, eagle, songbirds, other: migratory waterfowl
- Mammals: deer, bear, elk, beaver, other: _____
- Fish: bass, salmon, trout, herring, shellfish, other: _____

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

Species listed under the ESA that may be present in the vicinity of the park include the Upper Columbia River Spring-run chinook salmon (*Oncorhynchus tshawytscha* – endangered), Upper Columbia River steelhead (*O. mykiss* – endangered) and Columbia River bull trout (*Salvelinus confluentus* – threatened).

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

Yes. The river is used by a number of salmonids, including the federally listed species described above as well as pacific lamprey and other fish moving between the reservoirs. The area is also used as a migration route by migratory waterfowl.

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

The Project has incorporated a number of design approaches to avoid and to minimize potential adverse impacts of the Project. The following features have been incorporated into the Project design to minimize the potential for the Project to impact listed species:

- The location of the proposed launch was selected based on the existing disturbance at the site.
- Impacts to the riparian buffer were minimized by limiting the area of disturbance to the access road. The parking areas would be outside of the riparian buffer.
- Runoff from the parking area would be treated via two, 3-foot wide, approximately 1-foot deep, gravel-filled trenches or flow-spreaders located between the parking area and the riparian buffer.
- The Project would occur during the approved in-water work window for the protection of migrating juvenile salmonids. The applicant is requesting a work window of July 1 through February 28.
- The float would use ADA-compliant grated decking with greater than 60% open area.
- Pile caps will be placed on all exposed pile caps to discourage perching of piscivorous birds.
- The contractor would take care to prevent uncured concrete from entering the river.

Regulatory Considerations

Federal, State, and Local permits contain conditions that are intended to reduce the potential for short-term effects from in-water construction activities and long-term effects from habitat change. The provisions comprise a list of conservation measures that are applied to projects in fresh water. Conditions that are part of project permits would be conservation measures for the Project. Permit conditions are expected to include the following:

- Timing restrictions on in-water work to protect fish in vulnerable life history stages.
- Water quality standards and procedures that limit the extent and impact of turbidity.
- Corrective measures that must be implemented if water quality problems, fish distress, or fish kill occurs.
- Planting native trees in the riparian area. A 12,087 sq ft mitigation planting area would be installed immediately upriver and downriver of the Project site on Douglas County PUD property to offset productivity impacts of new overwater coverage of the proposed float, conversion of native substrate to non-native substrate, and the impacts to the riparian buffer.

Best Management Practices

BMPs are employed to reduce the potential for construction-related impacts on species and habitats. The following BMPs would be followed for this Project:

- Turbidity and other water quality parameters will be monitored to ensure construction activities are in conformance with Washington State Surface Water Quality Standards, or other conditions as specified in the WDOE Water Quality Certification (WQC). The contractor will observe turbidity during dredging operations in order to ensure

compliance with WQC requirements. Appropriate BMPs will be employed to minimize sediment loss and turbidity generation during dredging, re-handling, dewatering, and material processing

- The dredging production work will be monitored daily by GPS tracking equipment and/or visible stakes as necessary to verify that the dredging work stays within the planned limits. Depth of dredging will likely be monitored by depth markings on excavator boom or onboard excavator GPS equipment with both calibrated to local water elevation at time of construction. Hydrographic progress surveys will also be conducted periodically to ensure work is being conducted to the specified lines and grades.
- A detailed Dredging and Dredged Material Handling Plan will be developed by the Contractor and submitted to the project engineer for review and approval prior to the start of construction. The Plan will include descriptions of project site-specific work equipment, activities and approaches, and the corresponding BMPs and water quality protection measures that will be implemented for conformance with the permit requirements and conservation measures outlined herein.
- Dredging operations will be conducted in such a manner to limit disturbance to the minimum required to complete the work.
- Dredging operations will utilize equipment appropriate to the site conditions to minimize turbidity and other possible adverse impacts, including closed clamshell buckets for removal of silts and sands, no dragging of the bucket on the bed, or, temporary in-water placement of dredged material
- Extreme care would be taken to prevent any petroleum products, chemicals, or other toxic or deleterious materials from entering the water. If a spill were to occur, work would be stopped immediately, steps would be taken to contain the material, and appropriate agency notifications would be made.
- All equipment operating waterward of the OHWM would be inspected daily for fluid leaks. Leaking equipment would be repaired prior to resuming operation.
- Uncured cast-in-place concrete in the upland would not be allowed to enter the water. New concrete below OHWM would be pre-cast panels.
- The Contractor will be responsible for the preparation of a Spill, Prevention, Control, and Countermeasure (SPCC) Plan to be used for the duration of the project. The SPCC Plan will be submitted to and approved by the project engineer prior to the commencement of any construction activities. A copy of the SPCC Plan with any updates will be maintained at the work site by the Contractor. The SPCC Plan will provide advanced planning for potential spill sources and hazardous materials (gasoline, oils, chemicals, etc.) that the Contractor may encounter or utilizes as part of conducting the work. The SPCC plan will outline roles and responsibilities, notifications, inspection, and response protocols.
- The Contractor would develop and implement a site-specific spill prevention, containment, and control (SPCC) plan, and is responsible for containment and removal of any toxicants released.
- The material barge will be managed such that the dredged sediment load does not exceed the capacity of the barge. Hay bales or filter fabric will be placed over the barge scuppers to help filter suspended sediment from the return water prior to discharge back into the river. Sediment control measures will be maintained by the Contractor at all times, with any problems identified by the engineer repaired immediately by the Contractor.
- All upland soil disturbed areas will be protected in accordance with standard Best Management Practices as outlined in the WA Department of Ecology Stormwater Management Manual for Eastern Washington. A detailed Upland Erosion & Sediment Control Plan will be developed by the Contractor and submitted to the project engineer for review and approval prior to the start of construction. The Plan will include descriptions of project site specific work equipment, activities and approaches, and the corresponding BMPs and Water Quality Protection measures that will be implemented for conformance with the permit requirements and conservation measures outlined herein.
- Debris on the construction sites will be placed in such a manner that it cannot enter the water. Should debris accidentally enter the water, immediate and appropriate action(s) will be taken to remove the material to an upland site

- Silt fences will be installed as necessary to control wind borne erosion. Sand fences are barriers made of small, evenly spaced wooden slats or fabric. They are erected to reduce wind velocity and to trap blowing sand. Wind fences are appropriate for areas with loose, fine-textured soils that can be transported offsite by high winds.
- All erosion control devices would be inspected during construction to ensure that they are working adequately.
- Grated surfaces would not be used for storage or other purposes that would reduce natural light penetration through the structure.
- A bubble curtain or wood block would be used as a sound attenuation measure during impact pile driving.
- Shoreline planting efforts would be completed in the first planting season following float installation. Planting would be completed no later than the first April 15 following construction.
- No herbicides, fertilizer, or pesticides would be applied to the mitigation planting areas.
- The upland disposal area would be contained with best management practices for erosion control to facilitate final dewatering and drying of the dredged material with treatment of runoff water.
- Sampling of dredge spoils will be performed to detect presence of lamprey. Sampling will be conducted on suitable substrates and depths during in-water dredging activities associated with the Bridgeport Boat Launch Project. Any lamprey found will be salvaged and returned to the river alive according to specific procedures identified by WDFW Habitat Biologists and written as a condition into the Hydraulic Project Approval.

6. Energy and Natural Resources

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

None.

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

No.

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

None proposed.

7. Environmental Health

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

Heavy machinery operating near or below OHWM has the potential to spill hazardous chemicals into the water, though this potential is low.

- 1) Describe special emergency services that might be required.**

The proposed boat launch would not increase the need for emergency services. The existing boat launch requires typical emergency services associated with a public boat launch and aquatic recreation. The proposed project would improve emergency service access for the police, fire and ambulance access to the Columbia River.

- 2) Proposed measures to reduce or control environmental health hazards, if any:**

BMPs would be implemented to avoid/minimize the potential for spills (see 5d above). No wood preservatives or paints and only approved construction materials will be used in construction of this project.

b. Noise

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

No noise exists in the surrounding area that would affect the project.

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

There will be short-term noise associated with construction of this project. However, this noise will typically occur only between the hours of 7:00 AM and 6:00 PM Monday through Saturday. Long-term, noise associated with the recreational use of the property would increase at the site, with a corresponding decrease in noise at other local launches. The work is proposed to meet the demand of the current use of launches in the vicinity.

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

No measures to reduce or control noise impacts are proposed.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties?**

The current use of the property is public lands associated with the Wells Hydroelectric Project. The public uses the property for waterfowl hunting and fishing.

- b. Has the site been used for agriculture? If so, describe.**

Yes, a portion of the project site was historically used as orchard.

- c. Describe any structures on the site.**

There are no structures on site.

- d. Will any structure be demolished? If so, what?**

No structures will be demolished.

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

PU - Public

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

PU - Public

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

Shoreline Residential

- h. Has any part of the site been classified as an “environmentally sensitive” area? If so, specify.**

Shoreline riparian vegetation and aquatic habitat could be considered environmentally sensitive; however, no part of the site has been specifically classified as an “environmentally sensitive” area. Riparian, shallow aquatic areas and wetlands are considered priority habitat and are protected as critical areas.

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

None.

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

None.

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

None proposed.

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

The proposed project will enhance the public use of the boat launch as it will improve the amenities provided at the boat launch.

9. Housing

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

None.

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

None.

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

None proposed.

10. Aesthetics

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

The tallest height of a proposed structure will be 12 ft tall vault toilet, which would be located outside the 200-ft shoreline zone.

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

No views in the immediate vicinity will be altered or obstructed as a result of the proposed project.

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

None proposed.

11. Light and Glare

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

Lights in the parking lot area are proposed. Use would be limited to dusk to dawn and controlled by photo sensors. Lights would be positioned and directed to illuminate the parking areas only to reduce the possibility of glare.

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

No.

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

No off-site sources of light that will affect the proposal currently exist.

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

None proposed.

12. Recreation

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

Informal recreational opportunities in the immediate vicinity include fishing, boating, water skiing, and other typical water sports.

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

No. The proposed project would significantly increase the usability and safety of the shoreline through the development of an additional public launch facility.

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

No measures to reduce or control impacts on recreation are proposed. The proposed project would provide a safe public boat launch, which will enhance the recreational use of the property and the Columbia River and will not result in a negative impact to the public.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state or local preservation registers known to be on or next to the site? If so, generally describe.

No. An archaeological survey was conducted for this project and that no archaeological resources were observed. Consultation took place between the applicant, the DAHP, and CCT.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific or cultural importance known to be on or next to the site.

None.

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

None proposed.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any:

The site is accessed from 2nd Street.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

No. The nearest public transit stop is in Chelan, WA, 36 miles away.

c. How many parking spaces would the completed project have? How many would the project eliminate?

The proposed project would provide 56 new truck/boat trailer stalls. There is no existing parking to be eliminated.

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

Yes. A new public access roadway would be constructed from 2nd Street to the new boat launch.

e. Will the project use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe.

The site is located on the Columbia River, which is used by private recreational boats. No rail or air transportation occurs in the immediate vicinity.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The existing access roadway system is limited to access to the surrounding residential properties and the subject parcels. It is estimated that the total number of vehicle trips associated with the boat launch will be up to 52 per day during peak fishing and boating seasons, based on the number of proposed parking spots.

g. Proposed measures to reduce or control transportation impacts, if any:

None proposed.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

The proposed project is not expected to result in an increased need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

None proposed.

16. Utilities

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

None are available.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Water and sewer service may be routed to the site.

C. SIGNATURE

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

Signature:

Marty Peoples

Date submitted:

July 11, 2013