June 25, 2012

US Army Corps Of Engineers (Portland District)

Joint Permit Application Form

DATE STAMP

AGENCIES WILL ASSIGN NUMBERS

Corps Action ID Number

Oregon Department of State Lands No

SEND ONE SIGNED COPY OF YOUR APPLICATION TO EACH AGENCY

US Army Corps of Engineers:		DSL - West of the Cascades:		DSL - East of the Cascades:		Send DSL Application Fees to:
District Engineer		State of Oregon		State of Oregon		State of Oregon
ATTN: CENWP-OD-GPPO	**AND**	Department of State Lands	**OR**	Department of State Lands	**AND**	Department of State Lands
Box 2946		775 Summer Street, Suite 100		1645 NE Forbes Road, Suite 112		PO Box 4395, Unit 18
Portland, OR 97208-2946		Salem, OR 97301-1279		Bend, Oregon 97701		Portland, OR 97208-4395
503-808-4373		503-986-5200		541-388-6112		**(Attach a copy of the first page of the application)**

(1) APPLICANT INFORMATION

Applicant Name and Address	Mr. Robert Forsythe Port of Siuslaw PO Box 1220 Florence, OR 97439	Business Phone # Home Phone # Fax # Email	541-997-3426 541-997-9407 port@portofsiuslaw.com
Authorized Agent Name and Address Check one Consultant ☒ Contractor ☐	Laura M. Gurley PND Engineers, Inc. 811 First Ave, Ste. 511 Seattle, WA 98104	Business Phone # Home Phone # Fax # Email	206-624-1387 206-624-1388 Lgurley@pndengineers.com
Property Owner Name and Address If different from above[1]	Port of Siuslaw (part of the project land is owned by OR Dept. of State Lands and leased to the Port)	Business Phone # Home Phone # Fax # Email	same

(2) PROJECT LOCATION

Street, Road or Other Descriptive Location		Legal Description (attach *tax lot map**)			
Florence Old Town Wharf 1464 Bay St. Florence, OR 97439		Township	Range	Section	Quarter/Quarter
		18S	12W	34	NE 1/4, NE 1.4
In or near (City or Town)	County	Tax Map #		Tax Lot #[2]	
Florence	Lane	18123411			
Wetland/Waterway (pick one)	River Mile (if known)	Latitude (in DD.DDDD format)		Longitude (in DD.DDDD format)	
Suislaw River	4.7	43.966771		-124.104658	
Directions to the site	From Hwy 101 in Florence, turn east on Nopal St. Go three blocks to where Nopal interstects Bay St. The Old Town Wharf is east (riverward) of Bay St., between Nopal and Maple St.				

[1] If applicant is not the property owner, permission to conduct the work must be attached.
[2] Attach a copy of all tax maps with the project area highlighted.

- ***Italicized areas are not required by the Corps for a complete application, but may be necessary prior to final permit decision by the Corps.***

(3) PROPOSED PROJECT INFORMATION

Type: Fill ☒ Excavation (removal) ☒ In-Water Structure ☒ Maintain/Repair an Existing Structure ☒

Brief Description: Dock repairs including pile replacement; maintenance repair and replacement of dock superstructure components.

Fill

Riprap ☐ Rock ☐ Gravel ☐ Organics ☐ Sand ☐ Silt ☐ Clay ☐ Other: ☒ Piles

Wetlands	Permanent (cy)	Temporary (cy)	Total cubic yards for project (including outside OHW/wetlands)	
	Impact Area in Acres	Dimensions (feet) L' W' H'		
Waters below OHW	Permanent (cy)	Temporary (cy)	Total cubic yards for project (including outside OHW/wetlands)	<500CY
	Impact Area in Acres	Dimensions (feet) L' W' H'		

Removal

Wetlands	Permanent (cy)	Temporary (cy)	Total cubic yards for project (including outside OHW/wetlands)	
	Impact Area in Acres	Dimensions (feet) L' W' H'		
Waters below OHW	Permanent (cy)	Temporary (cy)	Total cubic yards for project (including outside OHW/wetlands)	<500CY
	Impact Area in Acres	Dimensions (feet) L' W' H'		

Total acres of construction related ground disturbance (If 1 acre or more a 1200-C permit may be required from DEQ)

Is the disposal area upland? Yes ☒ No ☐ Impervious surface created? 0<1 acre ☒ 0>1 acre? ☐

	Yes	No
Are you aware of any state or federally listed species on the project site?		X
Are you aware of any Cultural/Historic Resources on the project site?		X
Is the project site within a national Wild & Scenic River?		X
*Is the project site within a State Scenic State Scenic Waterway?**		

If yes, please explain in the project description (in block 4)

(4) PROPOSED PROJECT PURPOSE AND DESCRIPTION

Purpose and Need:

*Provide a description of the public, social, economic, or environmental benefits of the project along with any supporting formal actions of a public body (e.g. city or county government), as appropriate.**

This is a revision to a prior review under DSL No. 46550-RF and USACE review NWP-2011-111. Upon completion of a full condition assessment performed in Oct/Nov. 2011, the previous plan to jacket several piles was deemed structurally insufficient. Purpose and need for the project, however, remains the same:

This repair/rehab of the larger Siuslaw Wharf Repair will help to retain 130 local jobs, along with maintaining a critical link between water and highway transportation routes. This needed rehabilitation will supply an economic benefit to the Florence area, Lane Co. and the state. The Old Town Wharf is the only commercial transfer facility on the Siuslaw River. The wharf is located ~0.5 miles from Hwy 126 and ~0.2 miles from Hwy 101 rail lines are approximately 1.5 river miles from the wharf. The US Coast Guard Siuslaw station uses the wharf facility for inspections, transportation, and the port is a harbor of refuge, for distressed vessels needing safe harbor. Commerical fishermen use the wharf on a regular basis. The Siuslaw Fisherman's Association recently placed a new commercial ice machine on the wharf, that began operation in 2011. When operational, it will be the only ice plant within 50 miles north or south. In addition to commercial fishing activity, the wharf and adjoining transient dock is used by recreational boaters and fishing enthusiasts, including large yachts traveling the Pacific coast. Local fishermen envision a custom cannery and smokehouse located adjacent to the ice plant. Two restaurants, Mo's and ICM, are located on the wharf and provide a significant tourism draw for the area, as well as supplying approximately 110 jobs for the local economy. Most recently, the Port had PND Engineers, Inc. perform an above- and below-water condition assessment of the wharf in late 2011. This assessment included evaluation and determination of the remaining structural integrity in each pile. Further

discussion is included in the project description.

Project Description:

Please describe in detail the proposed removal and fill activities, including the following information:

- Volumes and acreages of all fill and removal activities in waterway or wetland separately
- Permanent and temporary impacts
- Types of materials (e.g., gravel, silt, clay, etc.)
- How the project will be accomplished (i.e., describe construction methods, equipment, site access)
- *Describe any changes that the project may make to the hydraulic and hydrologic characteristics (e.g., general direction of stream and surface water flow, estimated winter and summer flow volumes.) of the waters of the state, and an explanation of measures taken to avoid or minimize any adverse effects of those changes.*
- Is any of the work already complete? Yes ☐ No ☒ If yes, please describe the completed work.

In addition, for fish habitat or wetland restoration or enhancement activities, complete the information requested in supplemental Fish Habitat or Wetland Restoration and Enhancement form.

Project Drawings

State the number of project drawing sheets included with this application: ____9____

A complete application must include a location map, site plan, cross-section drawings and recent aerial photo as follows and as applicable to the project:

- **Location map** (must be legible with street names)
  - Site plan including;
  - Entire project site and activity areas
  - Existing and proposed contours
  - Location of ordinary high water, wetland boundaries or other jurisdictional boundaries
  - Identification of temporary and permanent impact areas within waterways or wetlands
  - Map scale or dimensions and north arrow
  - Location of staging areas
  - Location of construction access
  - Location of cross section(s), as applicable
  - Location of mitigation area, if applicable
- **Cross section drawing**(s) including;
  - Existing and proposed elevations
  - Identification of temporary and permanent impact areas within waterways or wetlands
  - Ordinary high water and/or wetland boundary or other jurisdictional boundaries
  - Map scale or dimensions
- **Recent Aerial photo** (1:200, or if not available for your site, the highest resolution available)

Will any construction debris, runoff, etc., enter a wetland or waterway? Yes ☐ No ☒

If yes, describe the type of discharge and show the discharge location on the site plan.

- ***Italicized areas are not required by the Corps for a complete application, but may be necessary prior to final permit decision by the Corps.***

Project Description:

The Port had PND Engineers, Inc. perform an above- and below-water condition assessment of the wharf in late 2011 (see attached Echelon exhibit). This assessment included evaluation and determination of the remaining structural integrity in each pile (see the attached summary table of pile conditions) and other structural members. This assessment revealed serious degradation of a significant number of piles beneath the two main structures at the wharf - Mo's Restaurant and the ICM Restaurant The assessment also revealed other areas of concern, such as beneath the dumpster area, but the most pressing need for repairs to restore structural integrity to the wharf is beneath the two restaurant areas. The following summarizes the proposed work necessary to correct the deficiencies found during the assessment.

Mo's Restaurant: More than half of the piles supporting Mo's Restaurant are at 50% or less of their original cross sectional area. Since most of these piles cannot be replaced in situ as they sit directly beneath the restaurant structure, and there are so many severely damaged piles, a new support system for the whole Mo's Restaurant structure is proposed. The Port proposes to install new steel beams spanning north/south beneath the structure supported on new steel piles. This new steel support would take the load off of the existing piles. This work involves driving nine (9) new 16-inch diameter steel piles along the north side of the restaurant adjacent to the existing piles to support a new steel subcap which would then support new pile caps. Since the restaurant's roofline overhangs the walkway on the north side, these piles and subcap must be installed outside the footprint of the existing dock. This new overwater coverage area is approximately 195 SF. It is not a solid mass, but several steel beams intersecting with space between them. On the south side, the walkway decking will be temporarily removed so fourteen (14) new 16-inch diameter steel piles can be driven within the existing footprint of the dock. These will support the new steel pile caps. Removal of approximately 39 derelict timber piles beneath the structure and stringer repairs will also be made beneath Mo's.

Pedestrian Trestle: One pile was deemed to have 0% bearing capacity. It will be removed and replaced with a 16-inch diameter steel pile. Walkway decking will be temporarily removed to accomlish pile driving.

Commercial Dock: Bearing repairs above water will be made at one location beneath the Commercial Dock.

West Vehicle Access Trestle: Bearing repairs above water will be made at one location beneath this trestle.

ICM Restaurant: Thirty percent of the piles are at 50% or less of their original cross sectional area. Most of these are near the southeast corner. Five (5) of these piles are located beneath the restaurant structure which prevents replacing the pile in situ. At these locations, it is proposed to cut the existing timber pile and install a steel pile sleeve over the timber stub. The void between the steel sleeve and the timber stub will be filled with grout to stabilize the pile. Grout will be placed via tremie line which will slowly be lifted as the void fills, ensuring that the void is filled from the bottom up. Grout material is similar in nature to cement. Beneath the outdoor eating deck fifteen (15) new 16-inch diameter steel piles will be driven. The walkway decking will be temporarily removed to all for pile driving. Steel channel caps will be installed around the existing pile caps to provide additional support to the deck. Stringer repair, subcap replacements, bearing repairs and post replacements will also be made beneath the ICM dock area.

Dumpster Area: As there are currently no piles supporting this heavy load area, two (2) 16-inch diameter steel piles with a steel pile cap will be installed beneath the existing deck. The walkway decking will be temporarily removed to accomplish pile driving.

Derelict Pile Removal: In order to offset the 195 sf of new overwater coverage (at the north side of Mo's) approximately 39 derelict piles (beneath Mo's) and approximately 30 additional derelict piles (all located outside of the dock footprint) will be cut below the mudline and removed from the site. Some of these piles are creosote treated and others are untreated timber (numbers unknown). These piles cannot be pulled out completely. Pile beneath Mo's are located beneath the buiding structure preventing use of a vibratory hammer and crane. Limited geotechnical information is known about the bank slope and soils. Removal of piles near the bank slope or piles in active use may impact the stability of the soil material and compromise the bank slope or existing structures.

No fill or dredge activity is proposed for this project.

Project Impacts: No permanent adverse environmental impacts are anticipated from this work. The 195sf increase in overwater coverage will be at approximately +15 feet elevation leaving adequate spce for light from most angles to penetrate. It is also not one solid piece, but is the total of several intersecting steel beams. Removal of derelict creosote treated timber piles will provide benefical impacts by eliminating a source of contamination and providing new area of benthic productivity. Removal of derelict piles will also reduce migratory obstructions for juvenile salmon, reduce hiding places for predatory fish, and will likely reduce entrapment of floating debris beneath the docks. Temporary construction impacts are predominantly sound oriented. A vibratory hammer will be used to drive pile to the extent possible. An impact hammer will be required for proofing to ensure bearing capacity is attained. Proofing will be kept to the minimum necessary. In order to reduce noise impacts, pile driving will be accomplished during lower tides and a bubble curtain employed. At locations on the landward (north) sides of Mo's and the ICM restaurants, at the pedestrian trestle, and the dumpster area, tides may allow for some piles to be driven in the dry. Please see latter section on "Measures to Minimize Impacts" for additional information.

Construction Methods: Access to the site for construction will be from both the landward and waterward sides. Pile driving along the north side of the wharf will be accomplished using a typical crane supported hammer parked in the adjacent upland areas. A barge mounted crane will be used for accessing the site from the south. The barge will be secured using spuds and will not ground out. Access for other dock repairs such as removal of cross bracing, stringer repairs, installation of steel pile sleeves, etc. will be from a boat or floats under the dock.

No changes to the hydraulic nor hydrologic characteristics of the site are anticipated as a result of this work.

Estimated project start date:	Fall 2012	Estimated project completion date:	Spring 2013

(5) PROJECT IMPACTS AND ALTERNATIVES

Alternatives Analysis:

Describe alternative sites and project designs that were considered to avoid or minimize impacts to the waterway or wetland. (Include alternative design(s) with less impact and reasons why the alternative(s) were not chosen. Reference OAR 141-085-0565 (1) through (6) for more information).*

- ***Italicized areas are not required by the Corps for a complete application, but may be necessary prior to final permit decision by the Corps.***

1. Initially, a jacketing system was proposed to support the deficient piles, however upon further investigation, the nature and severity of the damage was such that the jacketing would not provide sufficient support.

2. Timber piles were considered, however the increased strength and life cycle cost savings of using steel makes them more appropriate for this project.

3. Not performing any work is not an option as the condition of the wharf is rapidly declining and will pose a safety issue.

4. The structure supporting Mo's Restaurant is so far deteriotated that continuing to "band aid" and temporarily fix the timber dock is no longer feasible. More robust measures are required in this area.

Measures to Minimize Impacts

Describe what measures you will use (before and after construction) to minimize impacts to the waterway or wetland. These may include but are not limited to the following:

- *For projects with ground disturbance include an erosion control plan or description of other best management practices (BMP's) as appropriate. (For more information on erosion control practices see DEQ's Oregon Sediment and Erosion Control Manual)*
- *For work in waterways where fish or flowing water are likely to be present, discuss how the work area will be isolated from the flowing water.*
- *If native migratory fish are present (or were historically present) and you are installing, replacing or abandoning a culvert or other potential obstruction to fish passage, complete and attach a statement of how the Fish Passage Requirements, set by the Oregon Department of Fish and Wildlife will be met.*

Project implementation strives to comply with the applicable sections of the general construction conditions outlined in the SLOPES IV Programmatic Opinion, Letter of Concurrence issued by NOAA April 5, 2012 for In-water Over-water Structures. The proposed repairs at the Old Town Wharf fall under the authorized category of action section "Maintain, rehabilitate, replace, or remove an existing in-water or over-water structure ... Eligible structures include...commercial/industrial/recreational pier or wharf". The following measures will be implemented in order to avoid or minimize project impacts as described in section 1.3.1.2 General Construction:

1. The contractor will have a pollution control plan as described in the SLOPES IV to protect the waterway from impacts resulting from materials that are hazardous or toci to aquatic life.

2.Compensatory mitigation as described under that section of this JPA will be implemented to address displacement of aquatic habitat resulting from the expanded foot print of the structure.

3. Heavy equipment will be selected and operated as necessary to minimize adverse effects on the environment and all vehicles and other heavy equipment will be used as follows: (a) stored, fueled and maintained in a vehicle staging area place 150 feet or more from any waterbody, or in an isolated hard zone such as a paved parking lot; (b) inspected daily for fluid leaks before leaving the vehicle staging area for operation within 50 feet of any waterbody; (c) steam cleaned before operation below ordinary high water and as often as necessary during operation to remain free of all external oil, grease, mud, seeds, organisms and other visible contaminants, and (d) generators, cranes and any other stationary equipment operated within 150 feet of any waterbody will be maintained and protected as necessary to prevent leaks and spills from entering the water.

4. The piling work will be completed during the approved time periods including the in-water work window for the Siuslaw River.

5. To the extent possible pile installation will be performed in the dry during lower tides.

6. Pile sizes are 16-inch diameter, thus keeping pile size smaller than 24-inch diameter. The number and size of the new and replacement piles has been kept to a minimum required to maintain the integrity of the structure.

7. The majority of pile installation will be achieved using a vibratory hammer. Use of an impact hammer is necessary but will be limited to proofing only.

8. During use of an impact hammer in locations where driving cannot be achieved in the dry, sound attenuation measures will be employed. This may include use of a confined or unconfined bubble curtain.

9.Pile installation is not anticipated to disturb significant amounts of sediment or impact the waterway.

10. When cutting and removing piles the following steps will be used to minimize creosote release, sediment disturbance and sediment resuspension: A) install a floating surface boom to capture floating surface debris, B) keep all equipment out of the water, grip piles above the waterline, and complete all work during low water and low current conditions, C) place the pile in a containment basin or on a barge deck, pier, or shoreline without attempting to clean or remove any adhering sediment, D) fill holes left by piling with clean, native sediments immediately upon removal, and E) dispose of removed piles, floating debris, any sediment spilled on work surfaces, and all containment supplies at a permitted upland disposal site in accordance with OR Dept. of Environmental Quality Best Management Practices.

11. Sediments in this area are believed to NOT be contaminated. Therefore broken or intractable piling will be cut off at least 3 feet below the mudline and the hole will be covered with a cap of clean substrate appropriate for the site.

12. Best Management Practices will be implemented for all work, incuding the use of tarps and shrouds to prevent debris from entering the waterway.

13. Use of lumber, pilings, or other wood products treated or preserved with pesticidal compounds will not be used below OHW. However, timber repairs over water but that will not be in contact with the water are proposed for the over-water structure.

14. The grout proposed for the steel pile sleeve will be contained within a tremie line fed directly into the void between the sleeve and the timber stub. It is formulated for in-water use and to harden quickly.

15. No temporary access routes are proposed. Landward access will be from existing roads and upland parking areas.

16. No disturbance to riparian vegetation or bank material is proposed.

17. No ground disturbance nor creation of impervious surface area is proposed.

18. The work area is not required to be isolated from the flowing water during construction because no excavation, backfilling, embankment construction, or similar work below OHW is proposed with this project.

19. No culverts are proposed with this work.

Description of resources in project area

Ocean ☐ Estuary ☐ River ☒ Lake ☐ Stream ☐ Freshwater Wetland ☐

- ***Italicized areas are not required by the Corps for a complete application, but may be necessary prior to final permit decision by the Corps.***

Describe the existing **physical and biological characteristics** of the wetland/waterway site by area and type of resource (Use separate sheets and photos, if necessary).

For wetlands, include, as applicable:

- *Cowardin and Hydrogeomorphic(HGM) wetland class(s)**
- *Dominant plant species by layer (herb, shrub, tree)**
- Whether the wetland is freshwater or tidal
- *Assessment of the functional attributes of the wetland to be impacted**
- Identify any vernal pools, bogs, fens, mature forested wetland, seasonal mudflats, or native wet prairies in or near the project area.)

For waterways, include a description of, as applicable:

- *Channel and bank conditions**
- *Type and condition of riparian vegetation**
- *Channel morphology (i.e., structure and shape)**
- *Stream substrate**
- Fish and wildlife (type, abundance, period of use, significance of site)
- *General hydrological conditions (e.g. stream flow, seasonal fluctuations)**

The shoreline along this portion of the Siuslaw River has undergone extensive modification over time, with the development of industrial, commercial and residential upland areas and multiple in-water structures for commercial and public access. The project site is located along the northern bank of the river. The existing in-water wooden wharf structure supports Mo's Restaurant, a commercial seafood landing station, ice plant, and the ICM Restaurant. The intertidal zone shoreward of the project area exhibits numerous derelict pilings and footings from historical waterfront developments. A 4-foot high riprapped bank separates the upper plateau of historic fill material from the estuarine fringe of the intertidal area. The reinforced, stabilized bank extends both east and west beyond the project site. The plateau above is paved for use as a parking lot. There is limited vegetation on the plateau and riprapped bank at the project site.

The project site is just north of the "fairway (50-foot setback)" of the Siuslaw River Federal Navigation Project at River Mile 4.7. The transient dock adjacent to the wharf serves the portion of the Federal waterway channel described in the authorization as "a turning basin opposite the dock at Florence is 16 feet deep, 400 feet wide, and 600 feet long." Water depths at the project site are currently measured at over 20 feet.

The US Army Corps of Engineers sediment samples report from 2007 near the project site were characterized as consisting of 76% sand and 24% fine-grained silt and clay, and described "with all laboratory detection levels and quality control at acceptable levels. All material represented by these data is determined acceptable for in-water or upland placement without further characterization."

*Describe the existing **navigation, fishing and recreational** use of the waterway or wetland.**

This project repairs the Old Town Wharf in Florence, OR (Facility #90029-905 in Corps of Engineers report #33-2001) to rehabilitate marine infrastructure critical to safe and efficient movement of commercial fish products frm vessels to markets, and essential to recreational boating and sportfishing operations that sustain the local economy. The project connects a federal navigation project to the national highway system. A 2001 Oregon Coastal Zone Management Association report indicated that 80 local commercial fishing jobs are dependent upon this structure, and that over 555 additional retail and commercial jobs in Old Town Florence could be impacted by loss of use. The newly installed commercial ice machine will only increase the amount of wharf use by both commercial and recreational fisherman.

This project site also serves as a link in the lifeline route for the coastal communities on the Siuslaw River. The Port of Siuslaw is a Harbor of Refuge. US Coast Guard Station Siuslaw uses this facility and the adjacent transient dock for emergency moorage of disabled or seized vessels. The access and floats are planned as a logistical support facility for government vessels and vessels of opportunity employed in emergency response and disaster recovery. The Wharf may be used in disaster relief operations in conjunction with Western Lane Emergency Operations Group (www.wleog.org).

Site Restoration/Rehabilitation

- *For temporary disturbance of soils and/or vegetation in waterways, wetlands or riparian areas, please discuss how you will restore the site after construction including any monitoring, if necessary**

- ***Italicized areas are not required by the Corps for a complete application, but may be necessary prior to final permit decision by the Corps.***

No disturbance of soils or vegetation is anticipated, therefore, no site restoration is proposed.

Mitigation

*Describe the reasonably expected adverse effects of the development of this project and how the effects will be mitigated.**

- *For permanent impact to wetlands, complete and attach a Compensatory Wetland Mitigation (CWM) Plan. (See OAR 141-085-0705 for plan requirements)**
- *For permanent impact to waters other than wetlands, complete and attach a Compensatory Mitigation (CM) plan (See OAR 141-085-0765 for plan requirements)**
- *For permanent impact to estuarine wetlands, you must submit a CWM plan.**

As compensatory mitigation for the 195 sf of new overwater coverage on the north side of Mo's Restaurant, approximately 39 derelict timber piles will be removed from beneath the restaurant and aaproximately 30 derelict timber piles will be removed from areas adjacent to the docks and outside of the dock footprint. Some portion of these piles are creostoe treated and others are untreated timbers. No permanent adverse environmental impacts are anticipated from this work. Removal of derelict creosote treated timber piles will provide benefical impacts by eliminating a source of contamination and providing new area of benthic productivity. Removal of derelict piles will also reduce migratory obstructions for juvenile salmon, reduce hiding places for predatory fish, and will likely reduce entrapment of floating debris beneath the docks.

Mitigation Location Information (Fill out only when mitigation is proposed or required)

Proposed mitigation (Check all that apply):

- ☒ *Onsite Mitigation*
- ☐ *Offsite Mitigation*
- ☐ *Mitigation Bank*
- ☐ *Payment to Provide*

Type of mitigation:

- ☐ *Wetland Mitigation*
- ☒ *Mitigation for impacts to other waters*
- ☐ *Mitigation for impacts to navigation, fishing, or recreation*

Street, Road or Other Descriptive Location	*Legal Description (attach tax lot map*)*			
On site	*Quarter/Quarter*	*Section*	*Township*	*Range*

In or near (City or Town)	*County*	*Tax Map #*	*Tax Lot #*[3]
Wetland/Waterway (pick one)	*River Mile (if known)*	*Latitude (in DD.DDDD format)*	*Longitude (in DD.DDDD format)*
Name of waterway/watershed/HUC		*Name of mitigation bank (if applicable)*	

(6) ADDITIONAL INFORMATION

Adjoining Property Owners and Their Address and Phone Numbers *(if more than 5, attach printed labels*)*

[3] Attach a copy of all tax maps with the project area highlighted.

- ***Italicized areas are not required by the Corps for a complete application, but may be necessary prior to final permit decision by the Corps.***

(7) CITY/COUNTY PLANNING DEPARTMENT AFFIDAVIT
*(TO BE COMPLETED BY LOCAL PLANNING OFFICIAL) **

I have reviewed the project outlined in this application and have determined that:

- ☐ This project is not regulated by the comprehensive plan and land use regulations.
- ☒ This project is consistent with the comprehensive plan and land use regulations.
- ☐ This project will be consistent with the comprehensive plan and land use regulations when the following local approval(s) are obtained.
- ☐ Conditional Use Approval
- ☐ Development Permit
- ☐ Other

This project is not consistent with the comprehensive plan. Consistency requires a

- ☐ Plan Amendment
- ☐ Zone Change
- ☐ Other

An application has ☐ has not ☐ been filed for local approvals checked above.

Local planning official name (print)	Signature	Title	City / County	Date
[redacted]Sandra Belson	[redacted]	Community Development Director	Florence	June 25, 2012

Comments:

Maintenance and repair of existing, functional, public docks and piers is a permitted activity in thie Development Estuary District, provided that the activity does not require dredging or fill of the estuary, minimizes adverse impacts on estuarine resources, and does not alter the size, shape, or design of the existing dock or pier or otherwise alter the estuary (FCC 10-19-4-B-2). Replacing piles does not involve dredging or filling because the piles have no effect on the elevation of land (per city code definition of fill). The work is being conducted during the in-water work window and the application states that "all recommended measures will be taken to minimize impacts, including the use of vibratory hammer for any pile installation. Any needed pile driving is not anticipated to disturb significant amounts of sediment or impact the waterway. We will use best managemnet Proactices for all work, including the use of tarps and shrouds to prevent debris entering the waterway."

(8) *COASTAL ZONE CERTIFICATION **

If the proposed activity described in your permit application is within the Oregon coastal zone, the following certification is required before your application can be processed. A public notice will be issued with the certification statement, which will be forwarded to the Oregon Department of Land Conservation and Development for its concurrence or objection. For additional information on the Oregon Coastal Zone Management Program, contact the department at 635 Capitol Street NE, Suite 150, Salem, Oregon 97301 or call 503-373-0050.

CERTIFICATION STATEMENT

I certify that, to the best of my knowledge and belief, the proposed activity described in this application complies with the approved Oregon Coastal Zone Management Program and will be completed in a manner consistent with the program.

Print /Type Name Robert Forsythe	Title Port Manager
Applicant Signature [redacted]	Date June 18, 2012

- ***Italicized areas are not required by the Corps for a complete application, but may be necessary prior to final permit decision by the Corps.***

Port of Siuslaw, PO Box 1220, Florence, OR 97439 (541) 997-3426
City of Florence, 250 Hwy 101, Florence, OR 97439 (541) 997-3436
Churchill Bypass Trust, 3013 Fuente Del Oro, Atascadero, CA, 93422 (805) 466-9887
Oregon Department of State Lands, 775 Summer St. NE, Ste. 100, Salem, OR 97301 (503) 986-5245, License #LI-14911

Has the proposed activity or any related activity received the attention of the Corps of Engineers or the Department of State Lands in the past, e.g., wetland delineation, violation, permit, lease request, etc.?

Yes ☒ No ☐

If yes, what identification number(s) were assigned by the respective agencies:

Corps #	NWP 2011-111 (cancelled); #9701360; 9701457; NWP 1997-1360	State of Oregon #	46550RF; 35471-LI, ML-10508; 38590RF

Has a wetland delineation been completed for this site? *Yes* ☒ *No* ☐

*If yes by whom?**	*Florence Local Wetlands Inventory completed by Pacific Habitat Services*

Has the wetland delineation been approved by DSL or the COE? *Yes* ☐ *No* ☐

*If yes, attach a concurrence letter. **

- ***Italicized areas are not required by the Corps for a complete application, but may be necessary prior to final permit decision by the Corps.***

(9) SIGNATURES FOR JOINT APPLICATION

Application is hereby made for the activities described herein. I certify that I am familiar with the information contained in the application, and, to the best of my knowledge and belief, this information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities. By signing this application I consent to allow Corps or Dept. of State Lands staff to enter into the above-described property to inspect the project location and to determine compliance with an authorization, if granted. I hereby authorize the person identified in the authorized agent block below to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

I understand that the granting of other permits by local, county, state or federal agencies does not release me from the requirement of obtaining the permits requested before commencing the project. *I understand that payment of the required state processing fee does not guarantee permit issuance. The fee for the state application must accompany the application for completeness.*

Amount enclosed	*$n/a*

Print /Type Name	Title	Print /Type Name	Title
Robert Forsythe	Port Manager	Laura M. Gurley, PND Engineers, Inc.	Sr. Environmental Scientist
Applicant Signature	Date	**Authorized Agent Signature**	Date
[redacted] June 18, 2012			6/14/12

Landowner signatures: *For projects and /or mitigation work proposed on land not owned by the applicant, including state-owned submerged and submersible lands, please provide signatures below. A signature by the Department of State Lands for activities proposed on state-owned submerged/submersible lands only grants the applicant consent to apply for authorization to conduct removal/fill activities on such lands. This signature for activities on state-owned submerged and submersible lands grants no other authority, express or implied.*

Print /Type Name	Title	Print /Type Name	Title
		same	
Property Owner Signature	Date	***Mitigation Property Owner Signature***	Date

- ***Italicized areas are not required by the Corps for a complete application, but may be necessary prior to final permit decision by the Corps.***