SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

***Instructions for applicants*: [help]**

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

***Use of checklist for nonproject proposals:* [help]**

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. background [help]

1. Name of proposed project, if applicable: [help]
   Port of Port Angeles Terminal 1 and Terminal 3 Improvements Project
2. Name of applicant: [help]
   Port of Port Angeles (Port)
3. Address and phone number of applicant and contact person: [help]
   Jesse Waknitz – Port of Port Angeles
   jessew@portofpa.com

338 W. First Street, Port Angeles, WA 98362

Phone: 360-460-1364

4. Date checklist prepared: [help]
   12/31/2025
5. Agency requesting checklist: [help]
   Port of Port Angeles
6. Proposed timing or schedule (including phasing, if applicable): [help]
   Project construction is anticipated to occur between 2028 and 2030.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]
   Currently there are no plans for future additions, expansion, or further activity at the Project site.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]
   - Project JARPA submitted to USACE on September 9, 2025.
   - Section 7 ESA Consultation
   - Water Quality Monitoring Plan
   - Shoreline Narrative and Critical Areas Analysis
   - SSNP Conservation Calculator
   - Marine Mammal Monitoring Plan
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. [help]
   There are no pending applications for governmental approvals of other proposals directly affecting the Project location.
10. List any government approvals or permits that will be needed for your proposal, if known. [help]

Environmental Review/Permit/ Approval	Agency/Contact	Documents/Application
Section 10/404 Permit/Letter of Permission (LOP)	US Army Corps of Engineers (USACE)	Joint Aquatic Resource Permit Application (JARPA), Marine Mammal Monitoring Plan, Marbled Murrelet Monitoring Plan
Section 106 National Historic Preservation Action	WA State Department of Archaeological and Historic Preservation (DAHP), interested tribes	Cultural Resources/Historic Structures Survey
Section 7 ESA Consultation	NMFS, USFWS	SSNP/BE/BA/EFHA[1], SSNP Conservation Calculator
National Environmental Policy Act (NEPA)	Federal Funding Agency if Federal Funding received;	Categorical Exclusion (CATEX) or Environmental

Environmental Review/Permit/ Approval	Agency/Contact	Documents/Application
	otherwise USACE who conducts inhouse	Assessment (EA) depending on federal lead
Clean Water Act (CWA) Section 401 Water Quality Certification (WQC)	Washington State Department of Ecology (Ecology)	JARPA, Water Quality Monitoring Plan
Coastal Zone Management (CZM) Consistency	Ecology	CZM Form
Hydraulic Project Approval (HPA)	Washington Department of Fish and Wildlife (WDFW)	HPA online form, Mitigation Plan (if needed)
SEPA Checklist and Mitigated Determination of Non-significance (MDNS) or DNS	Port	SEPA Checklist
Shoreline Substantial Development Permit (SSDP) or Exemption	City of Port Angeles	JARPA, City SSDP form
Western Port Angeles Cleanup Area Manager	Ecology	JARPA

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.) [help]

    The Port of Port Angeles (Port) Terminal 1 and Terminal 3 Improvement Project (herein referred to as the "Project") proposes to complete improvements to the Port's marine Terminal 3. The Port is located in Port Angeles, Clallam County, Washington, within an urbanized area of existing industrial development. The site location is shown in Sheet 1, Vicinity Map and the existing site features are shown in Sheets 1 and 2.

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. [help]

    The proposed Project location is at the Port of Port Angeles Terminals 1 and 3 located at 202 N Cedar St, Port Angeles, WA 98362. The site is located in section 03, township T30N, and range R06W.

    The site location is shown in Sheet 1, Vicinity Map the existing site features are shown in Sheets 1 and 2 and the details of the proposed Project are shown on Sheets 6 through 8.

B. ENVIRONMENTAL ELEMENTS [help]

1. Earth

a. General description of the site [help]
(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)? [help]
Riprap along the armored shoreline is approximately 35%. The slope of the project site is approximately percent slope is from 1 to 5%.

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]
Surface soil at the Project site generally consists:

- Harbor deposits – This unit consists of sediment accumulated since dredging in 1978 and 2020 and wood debris from the historic use of Terminal 3 as a log raft dock. This material generally consists of soft grey silt with trace to significant wood debris and other organics.
- Glacial unit – The glacial soils encountered below the harbor deposits include sandy gravel to gravelly sand with a low percentage of fines. This unit ranges from dense to very dense.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]
There are no surface indications or history of unstable soils in the immediate vicinity of the Project site, however, the Port Angeles waterfront is susceptible to ground liquefaction during earthquakes identified in the Liquefaction Susceptibility Map of Clallam County, Washington (DNR 2004).

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]
The Project's total affected area is approximately 52,000 sq ft. The Project does not include fill, excavation, or grading.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]
The proposed Project includes the demolition and construction activities along the shoreline and therefore there is an increased risk of erosion within the nearshore area. Best Management Practices (BMPs) discussed in Section B.h. will be implemented to reduce and control erosion during construction.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]
The existing terminal and creosote-treated timber trestle currently includes 8,728 sq ft of impervious decking and the new terminal will include a 15,197 sq ft for a net increase of 6,469 sq ft of impervious surface.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

BMPs will be implemented to reduce and control erosion during construction and may include, but are not limited to:

- Land-based staging areas for activities, such as storage of machinery, equipment, materials, and stockpiled soils will be established landward of the top of the bank. A silt fence will be installed around the perimeter of the upland work areas and locations where machinery, materials, and stockpiled soils are situated. Any temporary stockpiles will be covered and bermed when not in use.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

Emissions associated with construction equipment include diesel emissions from the equipment working at the site during Project construction and vehicle emissions from the vehicles traveling to and from the work site. These short-term and temporary emissions would only occur during the Project work. The emissions associated with the Project would return to their pre-construction levels after the work is completed.

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

There are no off-site sources of emissions or odors that will affect the proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

Construction vehicles will not be allowed to idle while not in use. The emissions associated with the Project construction will be short-term and temporary.

3. **Water**

a. Surface Water: [help]

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. [help]

The Project site is located within the marine waters of Port Angeles Harbor. The Project location is shown on Sheet 1.

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. [help]

The Project includes in-water and over-water work on the Port's Terminal 3.

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. [help]

There will not be any fill or dredged material placed into or removed from surface water or wetlands for the proposed Project.

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

The proposed Project will not require surface water withdrawals or diversions.

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

Yes.

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. [help]

Waste materials will not be discharged to surface water as part of the proposed Project.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

There will be no groundwater withdrawn from subsurface areas as part of the proposed Project.

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. [help]

There will be no waste materials discharged into the ground as a result of the proposed Project.

c. Water runoff (including stormwater):

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. [help]

Stormwater is the water runoff source - which runs off of Terminal 3 as sheet flow from the Terminal 3 dock and trestles to catch basins located on the upland. Stormwater then flows or is pumped from the catch basins to the above-ground bioretention system adjacent to 731 Marine Drive, where it is treated and then discharged to the Harbor.

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

There will be no discharge of waste materials to groundwater or surface water as a result of the proposed Project.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No, the project does not affect drainage patterns in the vicinity of the site. Stormwater drainage will flow over the new deck and trestle similar to existing conditions. Stormwater currently flows via the graded deck as surface flow over the trestles back to the shore catchments and the existing treatment system. Stormwater will be similarly conveyed/treated for the proposed terminal upgrades. The existing treatment system has sufficient capacity to accommodate the proposed larger deck.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The project will not change drainage patterns or alter surface, ground or runoff water. Stormwater will be directed to the existing treatment system at the wharf.

4. **Plants** [help]

a. Check the types of vegetation found on the site: [help] There is no vegetation present on the working Terminal 3 deck or trestle and the shoreline is paved with either asphalt or gravel.

____deciduous tree: alder, maple, aspen, other
____evergreen tree: fir, cedar, pine, other
____shrubs
___ grass
____pasture
____crop or grain
____Orchards, vineyards or other permanent crops.
____wet soil plants: cattail, buttercup, bullrush, 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? [help]

The Project will not result in the removal or alteration of any vegetation.

c. List threatened and endangered species known to be on or near the site. [help]

There are no known threatened or endangered plant species within the Project area

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

Landscaping is not proposed as part of the Project. The Project would occur within the footprint of currently developed areas at the Project site.

e. List all noxious weeds and invasive species known to be on or near the site.

According to Washington State Noxious Weed Data Viewer no noxious weeds or invasive species have been identified within the Project area.

5. **Animals**

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [help]

mammals: Otters and beavers
birds: Shore birds, water fowl, migratory species, song birds, owls, eagles, and raptors.
fish: Bull trout, yellow perch, Chinook salmon, coho salmon, steelhead, and minnows.
Port Angeles Harbor is an industrial harbor off the Strait of Juan de Fuca that is known to support a variety of species including birds, mammals, benthic species, and fish. The Project has been designed such that all proposed project elements would occur within the existing industrial Port area and the Project would not result in any permanent impacts to wildlife or the habitat that supports it.

b. List any threatened and endangered species known to be on or near the site. [help]

The following species have been identified to potentially occur within the Project area:

Common Name	Scientific Name	ESU/DPS*	ESA Listing Status
Chinook salmon	*Oncorhynchus tshawytscha*	Puget Sound ESU	Threatened (NMFS)
Steelhead	*Oncorhynchus mykiss*	Puget Sound DPS	Threatened (NMFS)

Chum	*O. keta*	Hood Canal Summer Run	Threatened (NMFS)
Bull trout	*Salvelinus confluentus*	Coastal-Puget Sound DPS	Threatened (USFWS)
Bocaccio	*Sebastes paucispinis*	Puget Sound-Georgia Basin DPS	Endangered (NMFS)
Pacific eulachon	*Thaleichthys pacificus*	N/A	Threatened (USFWS)
Yelloweye rockfish	*Sebastes ruberrimus*	Puget Sound/Georgia Basin DPS	Threatened (NMFS)
Green sturgeon	*Acipenser medirostris*	Southern DPS	Threatened (USFWS)
Killer whale	*Orcinus orca*	Southern Resident DPS	Endangered (NMFS)
Humpback whale	*Megaptera novaeangliae*	Central American and Mexico DPS	Endangered (NMFS) Threatened (NMFS)
Marbled murrelet	*Brachyramphus marmoratus*	N/A	Threatened (USFWS)
Sunflower seastar	*Pycnopodia helianthoides*	N/A	Proposed Threatened (NMFS)

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

Salmonid species are likely to use the nearby creeks for migratory passage between marine habit and natal streams to rear and spawn.

The site is located within the Pacific Flyway which supports a variety of migratory birds. The Pacific Flyway includes the entire west coast of North America reaching from northern Alaska and Canada to the southern tip of Mexico.

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

The proposed Project has been designed to avoid and minimize impacts to sensitive resources to the maximum extent feasible. The Project will occur entirely within existing developed areas at the site and will not result in impacts to vegetation or habitat.

BMPs will be implemented during construction to avoid and minimize the potential for inadvertent impacts. These include BMPs related to erosion control, stormwater pollution prevention, hazardous materials and spill prevention, and other typical construction BMPs. BMPs are listed in applicable sections throughout this checklist.

e. List any invasive animal species known to be on or near the site.

European green crabs have been found in and around the Port Angeles Harbor.

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. [help]

Electrical utilities will be replaced in kind on the trestle and deck improvements associated with the Project.

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

The Project will not affect the potential of solar energy by adjacent properties.

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: [help]

The Project is not expected to increase existing energy demands. There are no energy conservation features included in the Project plans.

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. [help]

There is the risk of spills or releases (e.g., fuel, hydraulic oil, lubricants, etc.) from equipment used during project construction.

1) Describe any known or possible contamination at the site from present or past uses.

There is no known soil contamination at the shoreline of Project site. The Washington State Department of Ecology's toxic cleanup database lists two cleanup sites within 1,000 ft of the Project site. The K-Ply site (approximately 400 ft south and east of the Project site) has a cleanup action status of complete. Port Angeles Port of Marine Trades Area clean-up site is located approximately 250 ft south of the Project site. This site has begun cleanup.

Port Angeles Harbor has been identified as an environmental cleanup and restoration project under the Puget Sound Initiative due to sediment contamination that exceeds cleanup levels. Ecology's Toxics Cleanup Program is responsible for overseeing source control, cleanup, and restoration of the harbor area.

The mudline in and around the project site was characterized as part of proposed maintenance dredging at T3 (Floyd Snyder, May 2018. T3 Sediment Characterization Report) and as part of the Port Angeles Harbor cleanup. The project is located in the "no action" area of the Port Angeles Harbor cleanup site and adjacent areas are designated as "monitored natural attenuation" areas.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no known sources of hazardous chemicals or conditions in the footprint or immediate vicinity of the project site. There are no transmission pipelines that might affect Project development according to the National Pipeline Mapping System.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Fuel and lubricants for construction equipment will be used during construction activities. Generation or storage of hazardous materials will not occur at the site once the Project is completed.

4) Describe special emergency services that might be required.

No special emergency services are anticipated. Loal public safety services (fire, EMT, etc.) may be necessary in the unlikely event of an accident during construction.

5) Proposed measures to reduce or control environmental health hazards, if any:

A site specific Spill Prevention, Control, and Countermeasure (SPCC) plan will be completed by the Contractor and followed for all Project work. A spill kit that includes absorbent materials will always be on hand during Project construction. Contractors will be required to be trained in spill response, check equipment for leaks daily, and immediately respond to any spills that occur during Project work.

Demolition activities, including removal of creosote treated timber features, will be completed by implementation of the following BMPs.

Avoidance and Minimization Measures

1. The proposed project occurs in an existing industrial port terminal area.
2. The footprint of the proposed project is the least impactful, minimizing overwater cover as much as possible while still maintaining overall project purpose and need.

General BMPs

1. Containment booms will be used to surround in-water work areas or separate embankment work from surface water. The booms will serve to contain and collect any oily material and/or floating debris potentially released during construction. Oil-absorbent materials will be employed immediately if visible product is observed. Accumulated debris will be collected daily and disposed of at a permitted upland site approved by the owner.
2. Hydraulic water jets will not be used to install piles.
3. Water quality standards and procedures that limit the impact of pollutants will be observed.
4. Land-based staging areas for activities, such as storage of machinery, equipment, materials, and stockpiled soils will be established landward of the top of bank. A silt fence will be installed around the perimeter of the upland work areas and locations where machinery, materials, and stockpiled soils are situated. Any temporary stockpiles will be covered and bermed when not in use.
5. All permit requirements will be followed during demolition and construction activities.

In, Over, and Near Water BMPs

1. In-water construction activities will comply with the in-water construction window (anticipated to be 15 July to 15 February)[2]
2. Typical construction BMPs for working in, over, and near water will be applied, including activities such as the following.
3. The project work will be conducted in compliance with Surface Water Quality Standards for Washington (WAC 173-201A), or other conditions as specified in the Water Quality Certification (WQC) permit.
4. Checking equipment for leaks and other problems that could result in the discharge of petroleum-based products or other material into waters of Port Angeles Harbor.
5. Corrective actions will be taken in the event of any discharge of oil, fuel, or chemicals into the water, including
6. The contractor will be required to develop a Spill Prevention, Containment, and Countermeasures (SPPC) plan to be implemented in the event of a spill during construction activities. Containment and cleanup efforts will begin immediately upon discovery of the spill and will be completed in an expeditious manner in accordance with all local, state, and federal regulations. Cleanup will include proper disposal of any spilled material and used cleanup material.
7. The cause of the spill will be ascertained, and appropriate actions taken to prevent further incidents or environmental damage.
8. Spills will be reported to Ecology Northwest Regional Spill Response Office pursuant to WAC 173-303-145 and WAC 173-182-260.
9. Work barges will not be allowed to ground out.
10. Excess or waste materials will not be disposed of or abandoned waterward of ordinary high water or allowed to enter waters of the state. Waste materials will be disposed of in an appropriate manner consistent with applicable local, state, and federal regulations.
11. Demolition and construction materials will not be stored where wave action or upland runoff can cause materials to enter surface waters.
12. Oil-absorbent materials will be present on site for use in the event of a spill or if any oil product is observed in the water.

Pile Removal and Installation BMPs

Pile removal BMPs will be applied, including activities such as the following:

1. Removal of creosote-treated piles will be conducted consistent with the BMPs established in EPA Region 10, Best Management Practices for Piling

[2] In-water work window interpretation varies among agencies, regions, and with clients and conservatively assumes that any work vertically waterward of the jurisdictional lines (MHHW, HTL or OHW depending on the agency) is not allowed external to the in-water work windows, including above deck and overwater work (note for cost estimating and schedule development. Above deck work external to the work windows may be permittable by the agencies but requires early discussion with the environmental team early in design.

Removal and Placement in Washington State, dated February 18, 2016 (EPA 2016).

2. A containment boom will surround the work area to contain and collect any floating debris and sheen while creosote-treated piles are being removed. Debris will be retrieved and disposed of properly.

3. The piles will be dislodged with a vibratory hammer when possible and will not be intentionally broken by twisting or bending.

4. The piles will be removed in a single, slow, and continuous motion in order to minimize sediment disturbance and turbidity in the water column.

5. If a pile breaks above or below the mudline, it will be cut or pushed into the sediment consistent with agency-approved BMPs (USACE, DNR, Ecology and EPA).

6. Removed piles, stubs, and associated sediments (if any) will be contained on a barge. If piles are placed directly on the barge and not in a container, the storage area will consist of a row of hay or straw bales, filter fabric, or similar material placed around the perimeter of the barge.

7. All creosote-treated material, pile stubs, and associated sediments (if any) will be disposed of by the contractor in a landfill approved to accept those types of materials.

8. Steel piling will be installed with a vibratory hammer when possible. Impact hammering will start with light tapping, then increase to full force gradually.

9. A bubble curtain and one or more other noise attenuation methods will be used during impact installation or proofing of all steel piling.

10. Pile-driving will commence with a soft start procedure (ramping up) in order to alert nearby wildlife, allowing them to move out of the area prior to construction activities. For impact pile driving, contractors will be required to provide an initial set of strikes from the hammer at reduced percent energy, each strike followed by no less than a 30-second waiting period. This procedure will be conducted a total of two times before impact pile driving begins.

11. Use of a cushion block or other sound-reducing method shall be implemented if impact pile driving is to be employed. The use of cushion blocks during construction will result in a reduction in underwater noise.

12. An exclusion zone will be monitored during and immediately before pile driving activities to avoid impacts to marine mammals. The exclusion zone will be identified in the pending Marine Mammal Monitoring Plan (MMMP).

13. A qualified observer will monitor the exclusion zone during pile driving activities and all in-water Project activities shall cease if any marine mammals are observed within the exclusion zone. Project activities shall not commence or continue until the marine mammal has either been observed having left the exclusion zone, or at least 15 minutes have passed since the last sighting

whereby it is assumed the marine mammal has voluntarily left the exclusion zone.

Overwater Concrete Placement Minimization and Concrete Placement BMPs

1. The project has been designed to minimize the placement of concrete overwater. Where possible, pre-cast concrete elements will be used. On-site concrete placement, where needed, will follow appropriate BMPs, including the following:
2. Wet concrete will not contact surface waters.
3. Forms for any concrete structure will be constructed to prevent leaching of wet concrete.
4. Concrete process water will not be allowed to enter the water. Any process water/contact water will be routed to a contained area for treatment and will be disposed of at an upland location.

b. Noise

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

Existing sources of noise include noise from upland commercial and industrial operations and vessel operations to and from the Port's terminals and marinas, the nearby ferry terminal, and marina and coastguard operations contribute to the existing background noise levels at the site.

2) What types and levels of noise would 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. [help]

The proposed Project construction will result in noise that is generally expected at construction sites of this nature. The main sources of noise will include demolition activities associated with removing existing structures as part of mitigation identified for the Project, as well as to accommodate the construction of the improvements. The construction noise will include noise produced during pile installation which may include operation of both vibratory and impact hammers. All noise caused by the Project will be short lived and will return to pre-construction conditions after improvements are complete.

The majority of construction will be completed during daylight hours but schedule may necessitate some overnight work, as needed, to complete the in-water work during the in-water work window.

3) Proposed measures to reduce or control noise impacts, if any: [help]

BMPs for pile driving activities include:

- A bubble curtain and one or more other noise attenuation methods will be used during impact installation or proofing of all steel piling.
- Pile-driving will commence with a soft start procedure (ramping up) in order to alert nearby wildlife, allowing them to move out of the area prior to construction activities. For impact pile driving, contractors will be required to provide an initial set of strikes from the hammer at reduced percent

energy, each strike followed by no less than a 30-second waiting period. This procedure will be conducted a total of two times before impact pile driving begins.

- Use of a wood cushion block or other sound-reducing method shall be implemented if impact pile driving is to be employed. The use of wood cushion blocks during construction will result in a reduction in underwater noise.

8. **Land and shoreline use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

The Project site is currently being used for cargo export (chips and logs). The proposed Project will not affect current land used on nearby or adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

The site has not been used as working farmland or forest land.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

The proposed Project will not affect or be affected by surrounding working farm or forest land normal business operations.

c. Describe any structures on the site. [help]

Structures on the site include a marine terminal warehouse, Terminals 1 and 3 pier and trestle structures.

d. Will any structures be demolished? If so, what? [help]

The proposed Project will demolish and remove the creosote-treated timber fuel trestle on the west side of Terminal 3 and replace the creosote-treated timber east trestle. The existing Terminal 3 wood dock will be replaced with the new dock configuration.

e. What is the current zoning classification of the site? [help]

The site is zoned by the City of Port Angeles as “IH Industrial Heavy”.

f. What is the current comprehensive plan designation of the site? [help]

The City of Port Angeles Comprehensive Plan designation of the site is “Industrial”.

g. If applicable, what is the current shoreline master program designation of the site? [help]

The City of Port Angeles Shoreline Master Program designates the site as “High-Intensity Marine (HI-M) Environment”.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

There are three types of critical areas subject to regulation by the City present within or near the proposed project site. This conclusion is based on a review of existing available information, and project reports. The critical areas identified include: Fish and

Wildlife Habitat Conservation Areas (FWHCA) Frequently Flooded Areas; and Geologically Hazardous Areas.

The Project will comply with all applicable standards and provisions described in Port Angeles Municipal Code (PAMC). A registered professional engineer shall develop or review the design, specifications, and plans for the Project and will certify that the design and methods of construction are in accordance with accepted standards of practice for meeting the provisions described in the PAMC.

i. Approximately how many people would reside or work in the completed project? [help]

The completed project will not change the number of employees working at the existing Marine Terminal.

j. Approximately how many people would the completed project displace? [help]

The proposed Project will not displace any people.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

The proposed Project will not displace any people; therefore, no measures are proposed to reduce displacement impacts.

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

The proposed project will increase efficiency and reduce bottlenecks at the existing Port Marine Terminal. The project is compatible with the heavy marine industrial zone designation.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

None. The Project will not result in impacts to any nearby agricultural and/or forest lands of long-term commercial significance.

9. **Housing**

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

There will be no housing units created for the proposed Project.

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

There will be no housing units eliminated as part of the proposed Project.

c. Proposed measures to reduce or control housing impacts, if any: [help]

Not applicable. There are no proposed measures to reduce or control housing impacts because there is no housing involved as part of the proposed Project.

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? [help]

The Project includes the replacement of the Terminal 3 wharf. The elevation of the new wharf deck bullrail will match the existing elevation of the Terminal 3 deck bullrail at +17.50 ft MLLW.

b. What views in the immediate vicinity would be altered or obstructed? [help]

There are no views in the immediate vicinity that will be altered or obstructed as a result of the Project. The proposed Project is located within an existing active Port and the replacement wharf will not alter or obstruct the existing viewshed.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

There will not be any aesthetic impacts that result from the Project. Therefore, there are no measures to reduce or control them.

11. **Light and glare**

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

The majority of Project work will occur during daylight hours. Limited work may occur overnight to complete in-water work during the approved in-water work window. Construction lighting during overnight work (if any) will be localized, limited, and temporary and will be focused on the area of activities only. The Project includes the reconfiguration of the existing Port Terminal. The project is not anticipated to result in change to the existing light or glare currently produced at the site.

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

Safety hazards related to light or glare are not anticipated.

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

There are no existing off-site sources of light or glare that will affect the proposal.

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

Measures to reduce or control light and glare are not proposed as part of the Project because the work will occur during daylight hours.

12. **Recreation**

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

The Project site is located within an industrial marine terminal. For public safety concerns, the immediate vicinity does not provide designated or information recreational activities. The Olympic Discovery Trail runs parallel to Marine Drive however this public access trail will not be impacted by the proposed project.

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

No, the proposed Project will not displace any existing recreational uses.

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

The proposed Project will not displace any existing recreational uses therefore there are no proposed measures to reduce or control impacts on recreation.

13. **Historic and cultural preservation**

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

Based on the cultural resource desktop review (WCRA, 2025a) and the Historic Built Environment Assessment (WCRA, 2025b), several structures over 45 years old are

located within or near the Port of Port Angeles Terminal 3 project area. Of these, Terminal 1 and the adjacent Transit Shed (DAHP Property ID 672615), which lie near the project area, have been determined eligible for listing on the National Register of Historic Places (NRHP). Terminal 1 was originally constructed in 1927, expanded in 1971, and retains sufficient integrity of location, setting, and industrial maritime character to convey significance. It is the only resource in the immediate vicinity that has been evaluated as eligible for historic designation. Terminal 1 will not be impacted by this project, but is directly adjacent to the Terminal 3 project site.

Two additional structures older than 45 years lie directly within the project footprint: Terminal 3 (constructed 1967, altered 1977 and 1985) and the Standard Oil/Chevron Fuel Pier (reconstructed 1956 with later modifications). Both were evaluated for eligibility and determined ineligible for NRHP listing due to loss of design integrity from substantial alterations, deterioration, and changes in materials. The Fuel Pier has experienced extensive decay and removal of operational features, and Terminal 3 has undergone expansion and replacement of structural elements, diminishing its historic integrity. No previously recorded archaeological sites exist within the construction area, though several culturally sensitive resources lie within 0.25 miles, including the Čĺxwicən village site.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

See response to previous question.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

The Washington State Department of Archaeology and Historic Preservation website (https://wisaard.dahp.wa.gov/) was reviewed and Willamette Cultural Resources Associates Cultural Resources completed a survey and associated reports (WCRA, 2025a & 2025b).

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

A Cultural Resources Assessment was completed by Willamette Cultural Resources Associates LTD (WCRA, 2025a) for the proposed project. The review identified several archaeological and historic built environment resources in a 0.25-mile radius of the Study Area and determined that formal subsurface archaeological survey work for the Project was not appropriate due to the excessively disturbed conditions within the area of Terminals 1 and 3, and because the Project's anticipated ground-disturbing impacts are in-water or currently under impenetrable surfaces. Due to the highly sensitive nature of the Study Area vicinity, which includes an ethnographically identified village location on historic period maps near the mouth of Tumwater Creek, as well as of the proximity of the culturally and archaeologically significant village site, Tse-whit-zen (Čĺxwicən), WCRA recommends that ground-disturbing work for the Project be monitored by an archaeologist. This monitoring will be conducted per the Terminal 3 Improvements Monitoring Protocols (POPA, 2025).

14. **Transportation**

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

North Cedar Street serves the Project site (See Figure 2). Access to the site via North Cedar Street will be maintained after the Project is completed.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

The Project site is not currently served by public transit. The nearest public transit stop is a bus stop approximately 0.5 miles to the west of the Project Site on Marine Drive however the Project site is not open to the public.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

The Project does not include alterations or additions to parking.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

No, the Project will not require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities.

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

The Project site is within the Port's Marine Terminal and therefore will be within the immediate vicinity of water transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

The Project will not increase the volume of vehicular trips to the Marine Terminal.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The Project will not interfere with, or be affected by, the movement of agricultural and forest products on the roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

There are no transportation impacts anticipated as a result of the proposed Project either during construction or once the proposed improvements are complete. The proposed Project will comply with all applicable transportation related codes and regulations.

15. **Public services**

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

First response services (e.g., fire department, emergency response vehicles) may be necessary in the unlikely event of an accident. However, an increase in the need for public services is not anticipated.

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

There are no measures proposed to reduce or control impacts on public services.

16. **Utilities**

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

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. [help]

Existing utilities serving Terminal 3 include power and water via a conduit beneath the existing conveyor trestle. Utilities demolition will include localized removal of conduit within the portions of wharf and trestle proposed for demolition. All removed utilities including electric and the water line will be replaced in-kind and incorporated into the new pier decking.

C. Signature [HELP]

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: Jesse Waknitz

Name of signee Jesse Waknitz

Position and Agency/Organization Environmental Manager / Port of Port Angeles

Date Submitted: 12/31/2025

Attachments:
Project Drawing Set: Sheets 1 through 8.

References:
Floyd Snider. 2018. Port of Port Angeles Terminal 3 Maintenance Dredging DMMP Sediment Characterization Report. Floyd|Snider, Seattle, Washington.

Port of Port Angeles (POPA). 2025. Port of Port Angeles Terminal 3 Improvements, Monitoring Protocols.
Port of Port Angeles, Port Angeles, Washington.

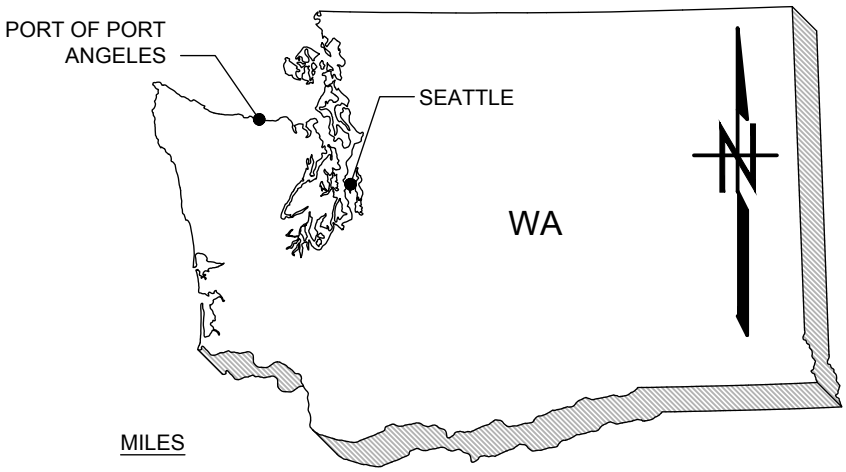
Willamette Cultural Resources Associates (WCRA), LTD. 2025a. Cultural Resources Assessment for the Port of Port Angeles Terminals 1 and 3 Improvements Project, Port Angeles, Washington.
Willamette Cultural Resources Associates, LTD, Portland, Oregon.

Willamette Cultural Resources Associates (WCRA), LTD. 2025b. Historic Built Environment Assessment for the Port of Port Angeles, Port Angeles, Washington.
Willamette Cultural Resources Associates, LTD, Portland, Oregon.

TIDAL DATUM:

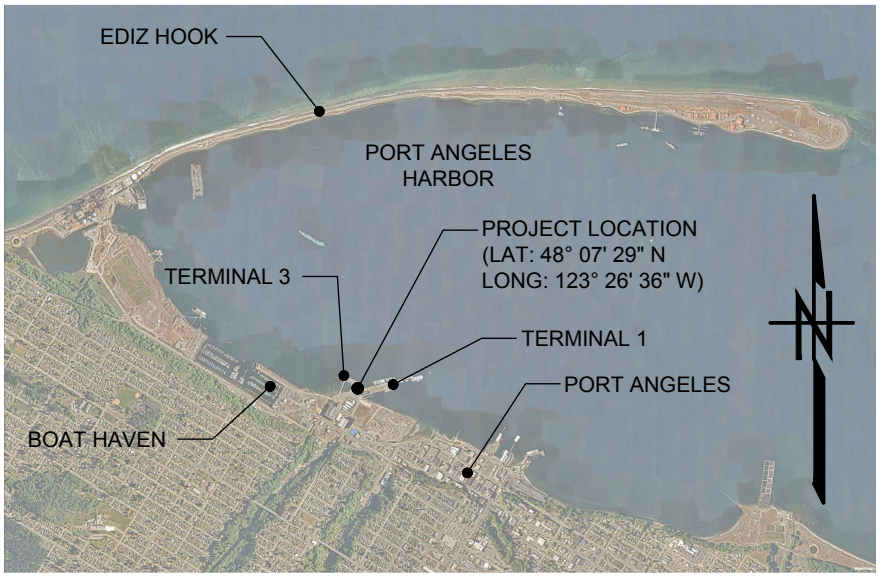
NOAA STATION ID #9444090
TIDAL EPOCH 1983-2021
PORT ANGELES, WA

HTL/OHW= +8.81 FT
MHHW = +7.07 FT
MHW = +6.52 FT
MTL = +4.22 FT
MSL = +1.93 FT
NAVD88 = +0.43 FT
MLLW = ±0.00 FT



VICINITY MAP
SCALE: NTS

DIRECTIONS TO SITE FROM SEATTLE:		MILES
1.	TAKE SEATTLE-BAINBRIDGE FERRY TO BAINBRIDGE ISLAND	~8.6
2.	FROM FERRY DOCK CONTINUE ON WA-305 N: FROM WA-305 N GET ON WA-3 IN POULSBO	~13.9
3.	MERGE ONTO WA-3N	~6.8
4.	TURN LEFT ONTO WA-104W	~15.4
5.	KEEP RIGHT AT THE FORK, FOLLOW SIGNS FOR US-101 N & MERGE ONTO US-101 N	~34.9
6.	TURN RIGHT ONTO E FRONT STREET	~2.0
7.	SLIGHT RIGHT ONTO MARINE DRIVE	~0.2
8.	TURN RIGHT ONTO N CEDAR STREET	~0.1



LOCATION MAP
SCALE: NTS

PURPOSE: TERMINAL 3 IMPROVEMENTS

ADJACENT PROPERTY OWNERS:
1) WESTPORT LLC

APPLICANT: PORT OF PORT ANGELES

USACE REFERENCE # TBD
LOCATION ADDRESS: 202 N CEDAR STREET
PORT ANGELES, WA 98362

PROPOSED PROJECT: TERMINAL PLANNING PROJECT

IN: PORT ANGELES HARBOR
DATUM: PORT ANGELES MLLW = 0.0'
SEC: 3 T: 30 N R: 6 W
COUNTY: CLALLAM COUNTY STATE: WA
SHEET: 1 OF 8 DATE: AUGUST 28, 2025

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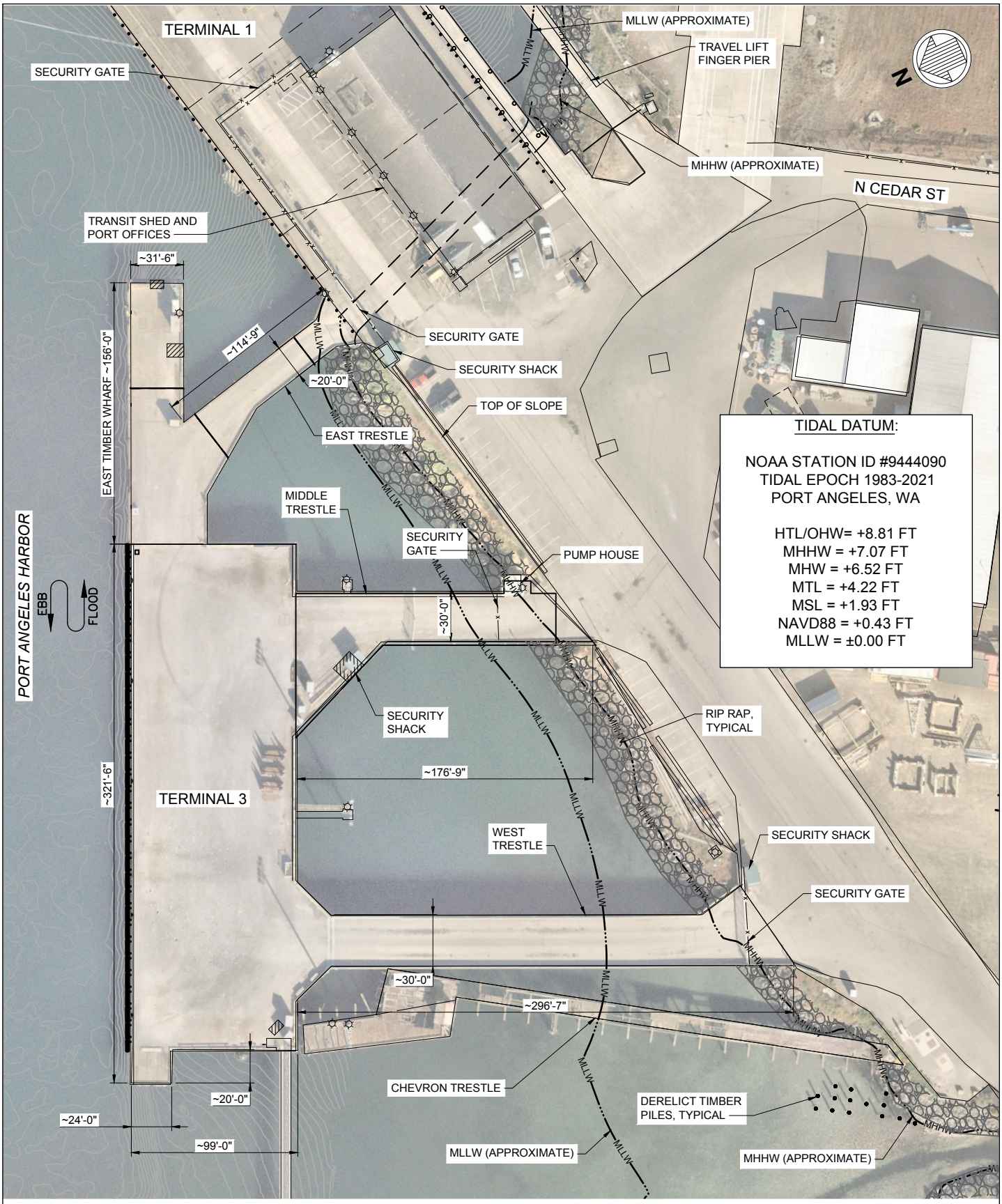

SITE PLAN - EXISTING CONDITIONS

SCALE: 1" = 80'

PURPOSE: TERMINAL 3 IMPROVEMENTS

ADJACENT PROPERTY OWNERS:
1) WESTPORT LLC

APPLICANT: PORT OF PORT ANGELES

USACE REFERENCE # TBD
LOCATION ADDRESS: 202 N CEDAR STREET
PORT ANGELES, WA 98362

PROPOSED PROJECT: TERMINAL PLANNING PROJECT

IN: PORT ANGELES HARBOR
DATUM: PORT ANGELES MLLW = 0.0'
SEC: 3 T: 30 N R: 6 W
COUNTY: CLALLAM COUNTY STATE: WA
SHEET: 2 OF 8 DATE: AUGUST 28, 2025

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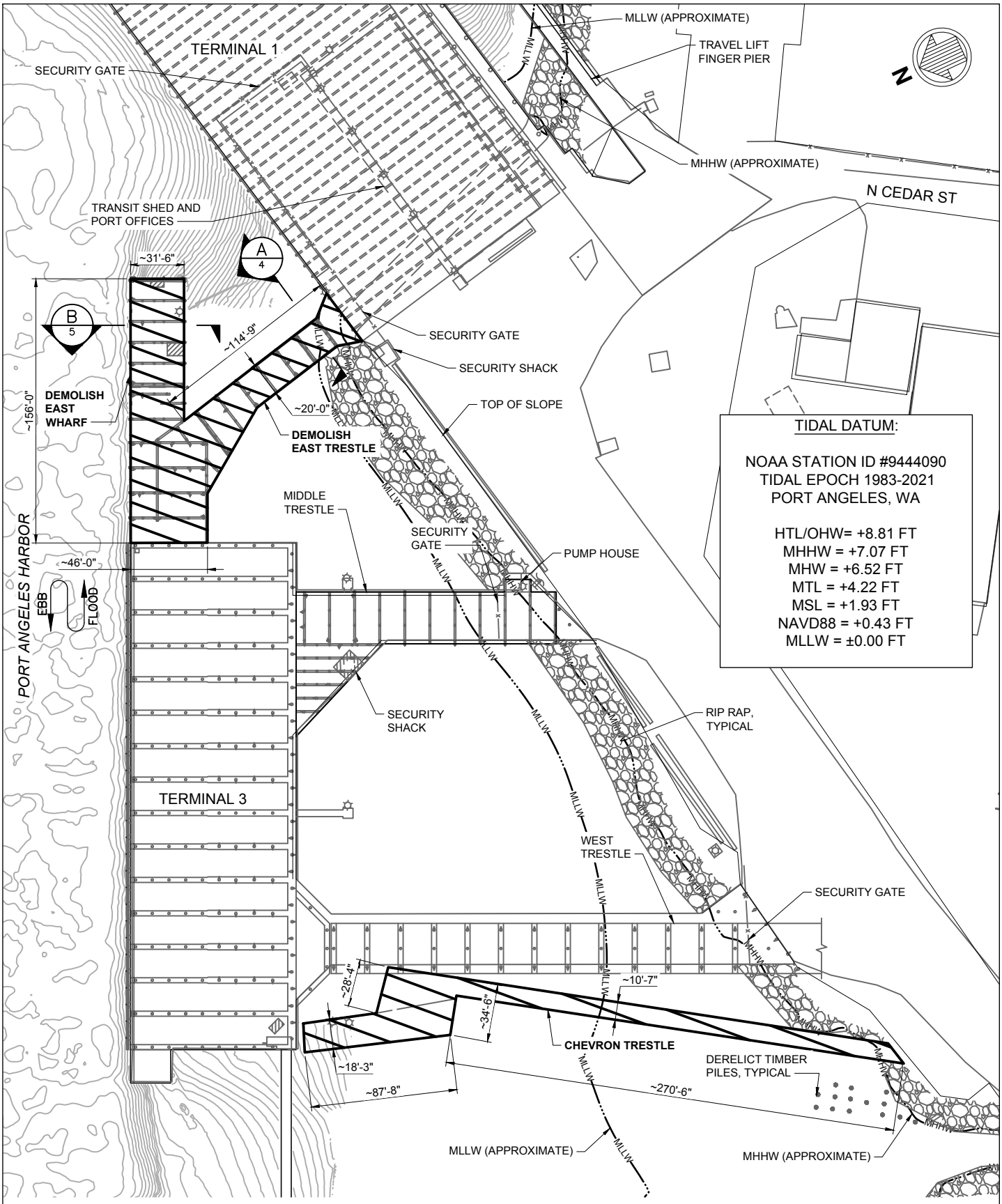

TIDAL DATUM:

NOAA STATION ID #9444090
TIDAL EPOCH 1983-2021
PORT ANGELES, WA

HTL/OHW= +8.81 FT
MHHW = +7.07 FT
MHW = +6.52 FT
MTL = +4.22 FT
MSL = +1.93 FT
NAVD88 = +0.43 FT
MLLW = ±0.00 FT

SITE PLAN - DEMOLITION

SCALE: 1" = 80'

80' 0' 80' 160'

SCALE: 1"=80'

PURPOSE: TERMINAL 3 IMPROVEMENTS

ADJACENT PROPERTY OWNERS:
1) WESTPORT LLC

APPLICANT: PORT OF PORT ANGELES

USACE REFERENCE # TBD
LOCATION ADDRESS: 202 N CEDAR STREET
PORT ANGELES, WA 98362

PROPOSED PROJECT: TERMINAL PLANNING PROJECT

IN: PORT ANGELES HARBOR
DATUM: PORT ANGELES MLLW = 0.0'
SEC: 3 T: 30 N R: 6 W
COUNTY: CLALLAM COUNTY STATE: WA
SHEET: 3 OF 8 DATE: AUGUST 28, 2025

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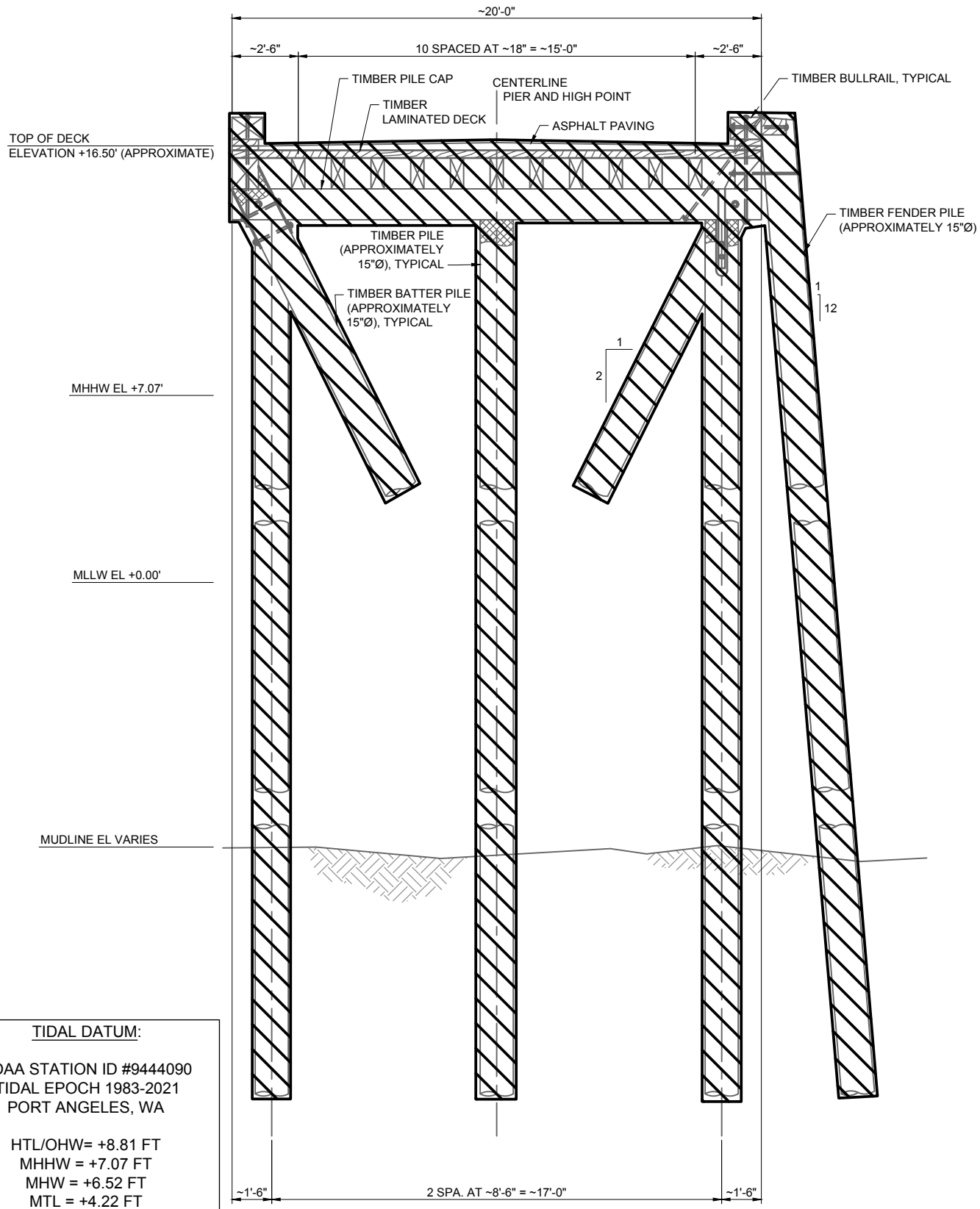

A/3 SECTION - EAST TRESTLE DEMOLITION
SCALE: 3/16" = 1-0"'

8'–0" 0'–0" 4'–0" 8'–0"
SCALE: 3/16"=1'–0"

TIDAL DATUM:

NOAA STATION ID #9444090
TIDAL EPOCH 1983-2021
PORT ANGELES, WA

HTL/OHW= +8.81 FT
MHHW = +7.07 FT
MHW = +6.52 FT
MTL = +4.22 FT
MSL = +1.93 FT
NAVD88 = +0.43 FT
MLLW = ±0.00 FT

PURPOSE: TERMINAL 3 IMPROVEMENTS

ADJACENT PROPERTY OWNERS:
1) WESTPORT LLC

APPLICANT: PORT OF PORT ANGELES

USACE REFERENCE # TBD
LOCATION ADDRESS: 202 N CEDAR STREET
PORT ANGELES, WA 98362

PROPOSED PROJECT: TERMINAL PLANNING PROJECT

IN: PORT ANGELES HARBOR
DATUM: PORT ANGELES MLLW = 0.0'
SEC: 3 T: 30 N R: 6 W
COUNTY: CLALLAM COUNTY STATE: WA
SHEET: 4 OF 8 DATE: AUGUST 28, 2025

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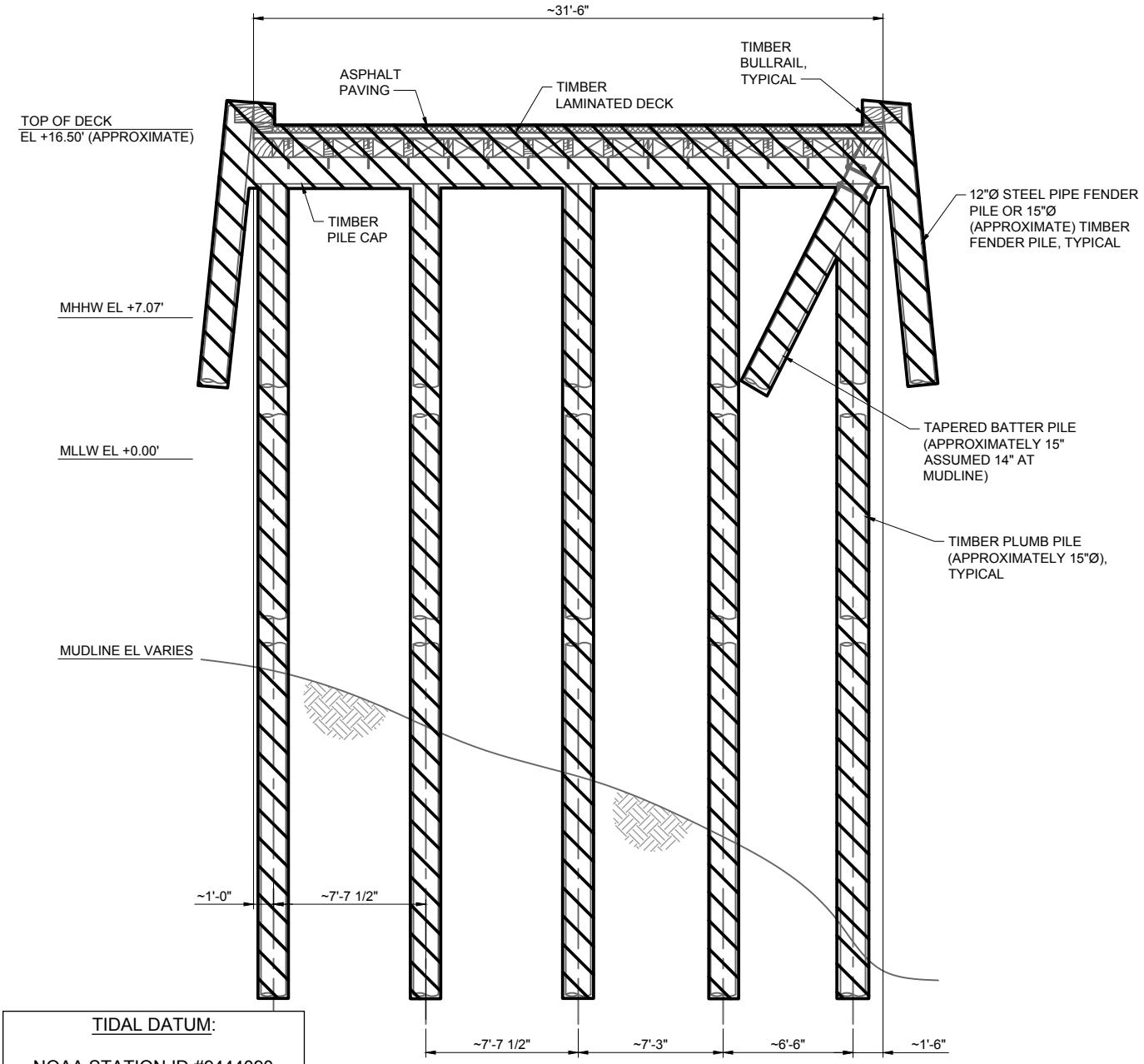

B / 3 SECTION - EAST TIMBER WHARF DEMOLITION
SCALE: 1/8" = 1-0""

TIDAL DATUM:

NOAA STATION ID #9444090
TIDAL EPOCH 1983-2021
PORT ANGELES, WA

HTL/OHW= +8.81 FT
MHHW = +7.07 FT
MHW = +6.52 FT
MTL = +4.22 FT
MSL = +1.93 FT
NAVD88 = +0.43 FT
MLLW = ±0.00 FT

8'–0" 0'–0" 8'–0" 16'–0"
SCALE: 1/8"=1'–0"

PURPOSE: TERMINAL 3 IMPROVEMENTS

ADJACENT PROPERTY OWNERS:
1) WESTPORT LLC

APPLICANT: PORT OF PORT ANGELES

USACE REFERENCE # TBD
LOCATION ADDRESS: 202 N CEDAR STREET
PORT ANGELES, WA 98362

PROPOSED PROJECT: TERMINAL PLANNING PROJECT

IN: PORT ANGELES HARBOR
DATUM: PORT ANGELES MLLW = 0.0'
SEC: 3 T: 30 N R: 6 W
COUNTY: CLALLAM COUNTY STATE: WA
SHEET: 5 OF 8 DATE: AUGUST 28, 2025

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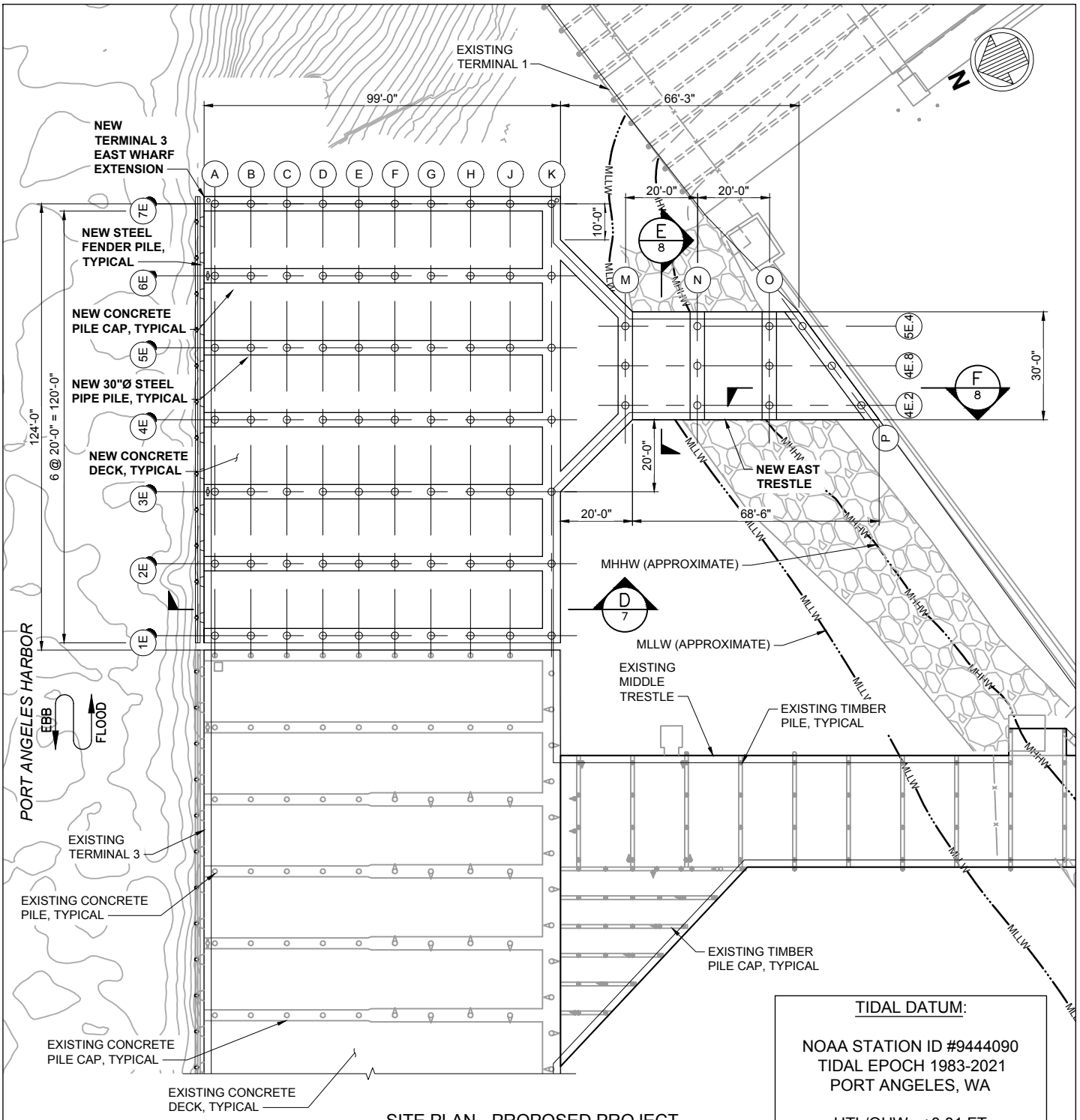

SITE PLAN - PROPOSED PROJECT

SCALE: 1" = 40'

TIDAL DATUM:

NOAA STATION ID #9444090
TIDAL EPOCH 1983-2021
PORT ANGELES, WA

HTL/OHW= +8.81 FT
MHHW = +7.07 FT
MHW = +6.52 FT
MTL = +4.22 FT
MSL = +1.93 FT
NAVD88 = +0.43 FT
MLLW = ±0.00 FT

20' 0' 20' 40'

SCALE: 1"=40'

PURPOSE: TERMINAL 3 IMPROVEMENTS

ADJACENT PROPERTY OWNERS:
1) WESTPORT LLC

APPLICANT: PORT OF PORT ANGELES

USACE REFERENCE # TBD
LOCATION ADDRESS: 202 N CEDAR STREET
PORT ANGELES, WA 98362

PROPOSED PROJECT: TERMINAL PLANNING PROJECT

IN: PORT ANGELES HARBOR
DATUM: PORT ANGELES MLLW = 0.0'
SEC: 3 T: 30 N R: 6 W
COUNTY: CLALLAM COUNTY STATE: WA
SHEET: 6 OF 8 DATE: AUGUST 28, 2025

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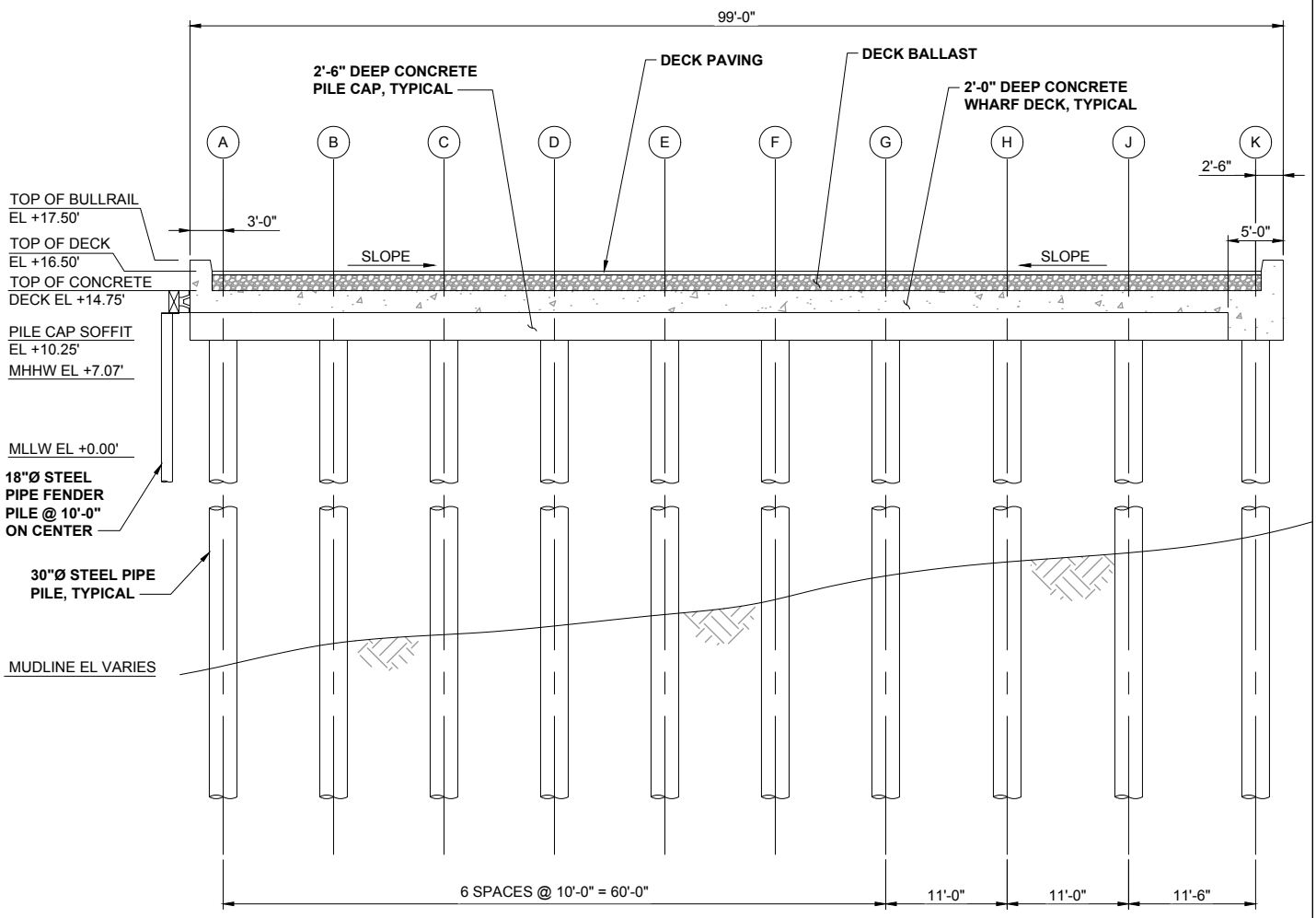

D/6 TYPICAL SECTION - TERMINAL 3 EAST WHARF IMPROVEMENTS

SCALE: 1/16" = 1-0"'

16'–0" 0'–0" 16'–0" 32'–0"

SCALE: 1/16"=1'–0"

PURPOSE: TERMINAL 3 IMPROVEMENTS ADJACENT PROPERTY OWNERS: 1) WESTPORT LLC	APPLICANT: PORT OF PORT ANGELES USACE REFERENCE # TBD LOCATION ADDRESS: 202 N CEDAR STREET PORT ANGELES, WA 98362	PROPOSED PROJECT: TERMINAL PLANNING PROJECT IN: PORT ANGELES HARBOR DATUM: PORT ANGELES MLLW = 0.0' SEC: 3 T: 30 N R: 6 W COUNTY: CLALLAM COUNTY STATE: WA SHEET: 7 OF 8 DATE: AUGUST 28, 2025

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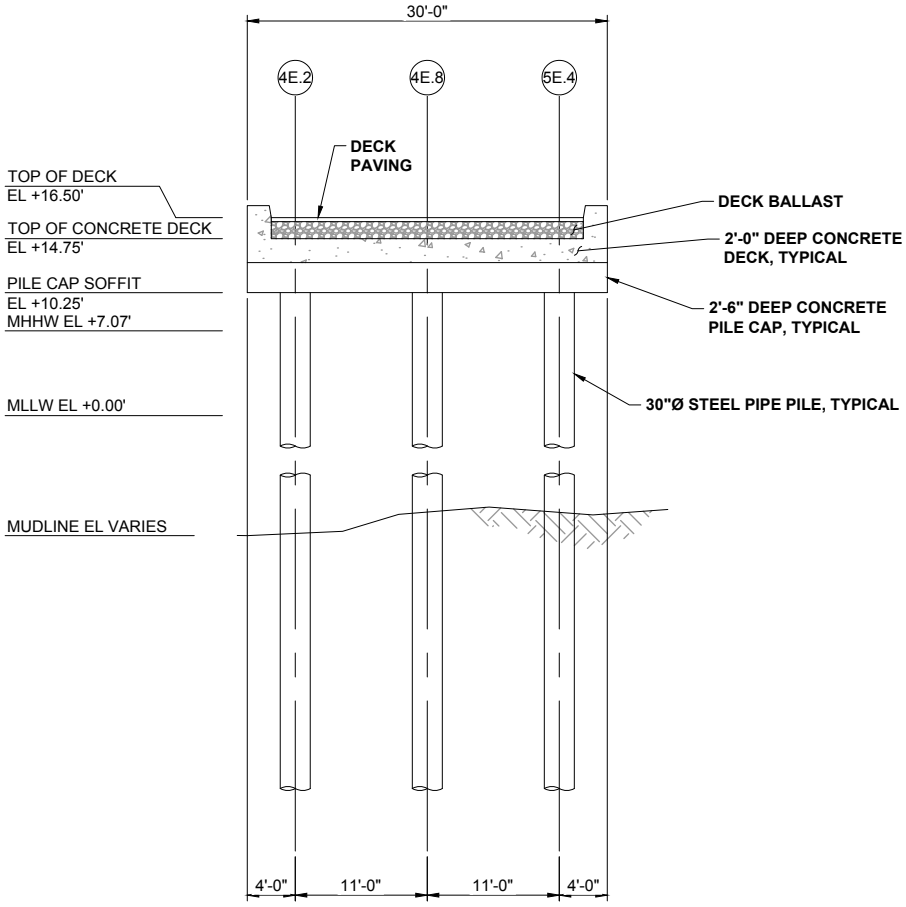
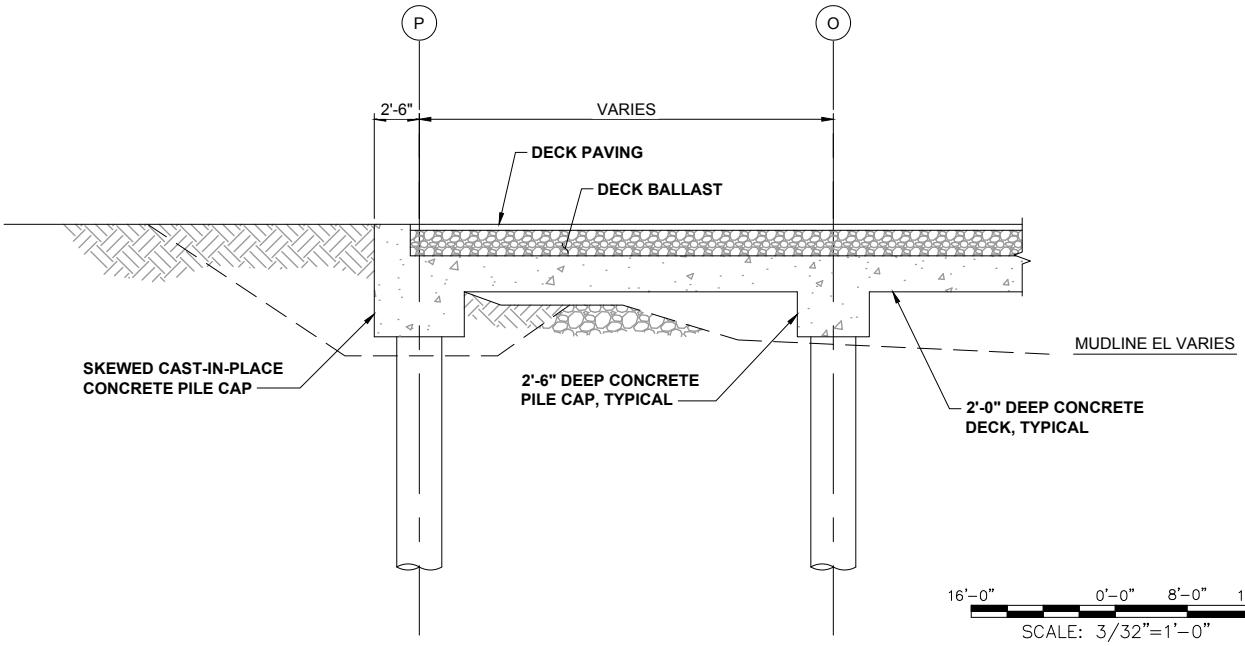


E/6 TYPICAL SECTION - EAST TRESTLE
SCALE: 1/16" = 1-0"



F/6 TYPICAL SECTION - EAST TRESTLE
SCALE: 3/32" = 1-0"

16'–0" 0'–0" 8'–0" 16'–0"
SCALE: 3/32"=1'–0"

16'–0" 0'–0" 16'–0" 32'–0"
SCALE: 1/16"=1'–0"

PURPOSE: TERMINAL 3 IMPROVEMENTS

ADJACENT PROPERTY OWNERS:
1) WESTPORT LLC

APPLICANT: PORT OF PORT ANGELES

USACE REFERENCE # TBD
LOCATION ADDRESS: 202 N CEDAR STREET
PORT ANGELES, WA 98362

PROPOSED PROJECT: TERMINAL PLANNING PROJECT

IN: PORT ANGELES HARBOR
DATUM: PORT ANGELES MLLW = 0.0'
SEC: 3 T: 30 N R: 6 W
COUNTY: CLALLAM COUNTY STATE: WA
SHEET: 8 OF 8 DATE: AUGUST 28, 2025

File: Q:\SEA\250403\20 CADD_Active_JARPA\250403_JARPA-CS