


Date Stamp:

	100 Harbor Street		Oregon Department of State Lands		Oregon Department of Environmental Quality
	Florence OR 97439		Number		

(1) TYPE OF PERMIT(S) IF KNOWN (check all that apply)Corps: ☐ Individual ☐ Nationwide No.: _____ ☒ Regional General Permit _____ ☐ Other (specify): _____DSL: ☐ Individual ☐ GP Trans ☐ GP Min Wet ☐ GP Maint Dredge ☐ GP Ocean Energy ☐ No Permit ☐ Waiver**(2) APPLICANT AND LANDOWNER CONTACT INFORMATION**

	Applicant	Property Owner (if different)	Authorized Agent (if applicable) <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Name (Required) Business Name Mailing Address 1 Mailing Address 2 City, State, Zip	Port of Siuslaw 100 Harbor Street Florence OR 97439		Jack (John) Akin, MS, PE EMC-Engineers/Scientists, LLC [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]
Business Phone Cell Phone Fax Email	[Redacted] manager@portofsiuslaw.com		[Redacted] Fax: 541 727 5488 emc@emcengineersscientists.com

(3) PROJECT INFORMATION**A. Provide the project location.**

Port of Siuslaw Bulkhead Repair				<u>Latitude & Longitude*</u> (43.96898, -124.09646 to 43.96875, -124.09762)	
Project Address: 100 Harbor Road		City (nearest): Florence, 97439		County: Lane	
Township	Range	Section	Quarter / Quarter	Tax Lot	
18S	12W	34 & 35		701	
Brief Directions to the Site: Adjacent and south-bordering "Old Town" Florence					
B. What types of waterbodies or wetlands are present in your project area? (Check all that apply.)					
<input type="checkbox"/> River / Stream		<input type="checkbox"/> Non-Tidal Wetland		<input type="checkbox"/> Lake / Reservoir / Pond	
<input checked="" type="checkbox"/> Estuary or Tidal Wetland		<input type="checkbox"/> Other		<input type="checkbox"/> Pacific Ocean	
Waterbody or Wetland Name** Siuslaw River		River Mile 4.7 – 5.0	<u>6th Field HUC Name</u>	<u>6th Field HUC (12 digits)</u>	

* In decimal format: ** If no official name for the wetland or waterbody, create a unique name (such as "Wetland 1" or "Tributary A").

C. Indicate the project category. (Check all that apply.)

<input type="checkbox"/> Commercial Development	<input type="checkbox"/> Industrial Development	<input type="checkbox"/> Residential Development
<input type="checkbox"/> Institutional Development	<input type="checkbox"/> Agricultural	<input type="checkbox"/> Recreational
<input type="checkbox"/> Transportation	<input type="checkbox"/> Restoration	<input type="checkbox"/> Bridge
<input type="checkbox"/> Dredging	<input type="checkbox"/> Utility lines	<input type="checkbox"/> Survey or Sampling
<input type="checkbox"/> In- or Over-Water Structure	<input checked="" type="checkbox"/> Maintenance	<input type="checkbox"/> Other:

(4) PROJECT DESCRIPTION

A. Summarize the overall project including work in areas both in and outside of waters or wetlands.

Exhibit 1 shows the Action Area, and the 300' riprap wall adjacent and east of the Action Area. Recent photographs are attached in **Exhibit 3**. The existing construction is not sufficient to contain upland embankment soils (soils are being carried by pore water and a slip surface located about 6 – 8 feet below ground surface, or bgs) that are pressing against the base of the existing construction. Additionally, the support piles for the existing construction are cantilevered, with inadequate cable ties, and are not driven to depths to fixity, which is necessary to provide lateral support to the wall. Finally, the base of the existing construction is being scoured, causing the sinking of the existing bulkhead wall. In order to provide a structure adequate to contain and resist the embankment, good engineering practice should be applied to its redesign.

Structure is to contain embankment soils, adequate to support against soil slip at 6 – 8' bgs, and adequate anchoring and/or strength against deflection are to be incorporated into the design of the upgrade wall. **Exhibit 2** is a preliminary design, provided by ZCS engineering, recommending a sheet pile wall, support by helical cabling. As stated, this design is preliminary and under consideration. The Port will decide, depending on budget, soil study and the recommendations from its contracted engineer, whether to implement this design, or to adopt an alternative sheet pile design (e.g. a cantilevered sheet pile wall, and/or anchoring via "dead man" support rather than helical screws). The bulkhead replacement will be about 870' wide, and at the same width and location as the wooden plank and pile wall it is replacing.

B. Describe work within waters and wetlands.

Removal of wooden pile and plank wall, replacement of the wall by steel sheet piling. Excavation for backfill prep will be limited to upland. Turbidity curtain protection will be implemented.

C. Construction Methods. Describe how the removal and/or fill activities will be accomplished to minimize impacts to waters and wetlands.

Excavation for backfill prep will be limited to upland. Turbidity curtain protection will be placed along the water side during removal of the existing wood pile and plank wall, excavation and backfill, and driving of the sheet pile members. Pile driving will be performed via vibratory hammer, to minimize fish and wildlife disturbance. Other general erosion and control measures are noted below.

Actions that will require the use of materials that are hazardous or toxic to aquatic life (such as motor fuel, oil, or drilling fluid), are included within the pollution and erosion control plan section of this narrative, entitled below "*Plan*", to be managed by EMC, and enforced by the Port of Siuslaw.

Plan: Minimize erosion and sedimentation associated with all aspects of the project (e.g., staging areas, stockpiles, grading); to prevent debris from dropping or otherwise entering any stream or waterbody; and to prevent and control hazardous material spills. Erosion controls will be monitored and maintained daily during the rainy season and weekly during the dry season as necessary to ensure controls are properly functioning. If monitoring shows that the erosion controls are ineffective at preventing visible sediment discharge, the project will stop to evaluate erosion control measures. Repairs, replacements or the installation of additional erosion control measures will be completed before the project resumes. If applicable, maintenance will include removal of sediment and debris from erosion controls like silt fences or hay bales once it has reached one-third of the exposed height of the control.

Whenever practical, native materials are to be left where they are found and in areas to be cleared, vegetation is to be clipped at ground level to retain root mass and encourage reestablishment of native vegetation.

Heavy equipment will be selected and operated as necessary to minimize adverse effects on the environment (e.g., minimally-sized, low pressure tires, minimal hard turn paths for tracked vehicles, temporary mats or plates within wet areas or sensitive soils); and all vehicles and other heavy equipment will be used as follows: 1) Stored, fueled and maintained in a vehicle staging area placed 150 feet or more from any waterbody, or in an isolated hard zone such as a paved parking lot, or lined surface; 2) Inspected daily for fluid leaks before leaving the vehicle staging area for operation within 50 feet of any waterbody; 3) 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 4) 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.

D. Describe source of fill material and disposal locations if known.

Estimated that 50% of fill will be excavated native soils, placed back in and compacted, mixed with structural as specified by the engineer-of-record. Spoils will be kept on site for planned construction projects. The wood piles and planks will be evaluated via federal/state hazardous waste determination and disposed and/or reused accordingly.

E. Construction timeline.

What is the estimated project start date? December 15th, 2022

What is the estimated project completion date? February 15th, 2022

Is any of the work underway or already complete? No

If yes, please describe. NA

F. Removal Volumes and Dimensions (if more than 7 impact sites, include a summary table as an attachment)

Wetland / Waterbody Name *	Removal Dimensions					Time Removal is to remain**	Material***
	Length (ft.)	Width (ft.)	Depth (ft.)	Area (sq.ft. or ac.)	Volume (c.y.)		
Siuslaw River Estuary	900	20	8	18000	2667	<90 days	Soils (sand, silt, clay, organic material), wood pile and plank

G. Total Removal Volumes and Dimensions

Total Removal to Wetlands and Other Waters	Length (ft.)	Area (sq. ft or ac.)	Volume (c.y.)
Total Removal to Wetlands	0	0	0
Total Removal Below Ordinary High Water	900	2.1	69
Total Removal Below <u>Highest Measured Tide</u>	900	2.4	81
Total Removal Below <u>High Tide Line</u>	900	2.2	72
Total Removal Below <u>Mean High Water Tidal Elevation</u>	900	2.1	69

H. Fill Volumes and Dimensions (if more than 7 impact sites, include a summary table as an attachment)

Wetland / Waterbody Name*	Fill Dimensions					Time Fill is to remain**	Material***
	Length (ft.)	Width (ft.)	Depth (ft.)	Area (sq. ft. or ac.)	Volume (c.y.)		
Siuslaw River Estuary	900	20	8	18000	2667	permanent	Soils (sand, silt, clay), geofabric, structural fill, concrete, cable, sheet piling

(4) PROJECT DESCRIPTION (CONTINUED)**I. Total Fill Volumes and Dimensions**

Total Fill to Wetlands and Other Waters	Length (ft.)	Area (sq. ft or ac.)	Volume (c.y.)
Total Fill to Wetlands	0	0	0
Total Fill Below Ordinary High Water	900	1	33
Total Fill Below <u>Highest Measured Tide</u>	900	2	67
Total Fill Below <u>High Tide Line</u>	900	1.7	57
Total Fill Below <u>Mean High Water Tidal Elevation</u>	900	1	33

*If there is no official name for the wetland or waterbody, create a unique name (such as "Wetland 1" or "Tributary A").

**Indicate whether the proposed area of removal or fill is permanent or, if you are proposing temporary impacts, specify the days, months or years the fill or removal is to remain.

*** Example: soil, gravel, wood, concrete, pilings, rock etc.

**** Sections G and I are calculated using existing bulkhead removal and planned sheet pile fill.

(5) PROJECT PURPOSE AND NEED**Provide a statement of the purpose and need for the overall project.**

The existing bulkhead located at the Port of Siuslaw is failing, and its deterioration is accelerating. This bulkhead is critical to Port operations, protecting on-shore campers, employees and facilities, and containing upland soils from being carried into the harbor. The Port intends to entirely replace this failing wood pile and plank wall with a sheet pile wall.

(6) DESCRIPTION OF RESOURCES IN PROJECT AREA

A. Describe the existing physical, chemical, and biological characteristics of each wetland or waterbody. Reference the wetland and waters delineation report if one is available. Include the list of items provided in the instructions.

General

The Port of Siuslaw and the City of Florence are located approximately 50 miles (80 km.) south of Newport, Oregon and 50 miles (80 km.) north of Coos Bay, Oregon. It is the closest coastal port to the city of Eugene, Oregon, which lies 62 miles (100 km.) and a 75 minute drive away. Florence lies along scenic Highway 101 and connects to the Willamette Valley via Highways 126 and 36 which are both considered scenic drives. The Port is 4.7 (7 km.) river miles from the Pacific Ocean and offers relatively close access to prime fishing and crabbing grounds. Sport fishing of crab, salmon, sturgeon and other fish is available on the ocean as well as in the Siuslaw River. Within the Port district are over 30 lakes which are frequently used for fishing and boating. Siltcoos and Woahink lakes are among the largest lakes on the Oregon coast.

Port of Siuslaw is a publicly chartered special district under the law (ORS 777), State of Oregon. Though immediately adjacent to the City of Florence along the banks of the Siuslaw River, the Port is a special government entity that is separate from the City of Florence or Lane County. The Port of Siuslaw provides commercial and sport boat moorage facilities, boat launch, and an RV campground. Past and present economic activities include commercial fishing, barging of lumber and quarried products, land development and tourism. The majority of Port of Siuslaw operations are along the banks of the Siuslaw River immediately adjacent to the City of Florence, Oregon. These facilities include: commercial wharf, sport and commercial marinas, boat launch, industrial park and RV campground. Additional facilities include a dock in Mapleton, Oregon.

Wetlands

The project is not in federally or state-defined wetlands.

Biological Characteristics

An April, 2012 Biological Opinion (BO) was issued by NMFS wherein species, including ESA-listed, are described, available on request. That BO states, RE the Siuslaw River that "...in this recovery domain, critical habitat has been designated for OC coho salmon, southern DPS green sturgeon, and eulachon. Many large and small rivers supporting significant populations of coho salmon flow through this domain, including the Nehalem, Nestucca, Siletz, Yaquina, Alsea, Siuslaw, Umpqua, Coos, and Coquille." As was the case with the April, 2012 BO, the more recent BO rendered by NOAA RE this action area (*NMFS No: WCR-2017-6411*) states that the quality and function of the upper area of the river bank that the proposed revetment will impact is low, and likely provides few forage opportunities for OC Coho salmon because of the elevation and the infrequent inundation of the site.

The BO further notes that the location and elevation of the affected area of the riverbank is such that it is inundated by high river flows combined with extreme high tides a few times per year. The probability of an extreme high tide and high river flow that would result in inundation of the affected area is low.

Additionally, the primary use of this site would be for migration as smolts to the ocean and winter rearing would be limited because just upstream and across the river there are higher quality rearing areas that include tidal channels and marshes that are preferred habitats for estuarine rearing OC coho salmon.

The following Functions and Values Assessment (Qualitative) was made of the proposed Action Area and its surroundings:

Function Narrative (F1 – F17) There is no natural cover over the work area, but there is nearly 100% grass, with a width of about 15 feet, fairly uniform (Moderate). The floodplain can be considered out of the construction area, generally defined according to alluvial river protocol. There are no fish passage barriers, and at present there is a bank armoring, consisting of a wood pile and plank, vertical bulkhead. No wetland vegetation or side channels are in the work area or east and west-adjacent along the stream bank (Moderate). Lateral migration is impeded by construction that has occurred in the proposed action area, due to the hard and vertical bulkhead configuration. As a result of the straight-line character of this portion of the shoreline, migrating sediments tend to bypass these embankments (Low). The Siuslaw River in general is well embedded and has fairly little channel bed variability (High).

Values Narrative (V1 – V16). Discussion of species in the area is presented above in the section entitled "Biological Characteristics" (Low due to impacted, threatened or endangered listings). There are no water quality impairments, protected areas, impervious areas and, as aforementioned, there is a fairly uniform riparian zone in the proposed action area and for several hundred yards north and south of this action area along the embankment of the River. No infrastructure was found downstream within the floodplain. Downstream flooding is somewhat consistent with upstream flooding and has been directly caused, when flooding occurs, by severe storms and tidal influence (Moderate). Local nearby highest upland elevations indicate that the proposed work area is located along the west boundary of the watershed, interfacing with the drain (Siuslaw River). Regarding flood restoration needs, no points of diversion (for agricultural, drinking water, etc.) are noted to be nearby or within upstream use recharging zones. No nearby unique habitat features been found during this assessment (High).

Changes to Lower Functions and Values Provided by the Proposed Action

Historically, key salmonid production hotspots were probably the same as current although the productive capabilities of these areas have been dramatically reduced (historically) because of logging activities, roads, and agricultural activities. These activities have reduced large woody debris, pool quality and quantity, Off-channel habitat, and water storage in these areas.

Since the vertical and straight-line configuration of the existing wood pile and plank bulkhead is proposed to be replaced by a sheet pile wall of similar configuration, the (a) **Hydrologic**; (b) **Geomorphic**; (c) **Biological**; d) **Chemical and nutrient** characteristics will remain unchanged.

No mitigation should, therefore be required for this maintenance project.

B. Describe the existing navigation, fishing and recreational use of the waterbody or wetland.

Commercial fishing, small commercial salmon vessels, as well as sport fishing, sport crabbing, river cruisers as well as providing access to the Pacific for rock fish, salmon and halibut fishing.

(7) PROJECT SPECIFIC CRITERIA AND ALTERNATIVES ANALYSIS

Describe project-specific criteria necessary to achieve the project purpose. Describe alternative sites and project designs that were considered to avoid or minimize impacts to the waterbody or wetland.

The intent of the Port of Siuslaw RE this rapidly deteriorating bulkhead is its replacement. The existing, anchored wood plank and pile bulkhead would preferably be replaced in time to prevent further damage via the 2022-2023 storm season, but this may not be possible due to funding delays. Temporary repairs and support for the existing structure was considered to minimize expected damages. Further analyses, however, has concluded that temporary repairs wouldn't be effective, as explained below. This bulkhead serves to protect Port facilities, provide support for mooring dock access, primarily via shore-mounted gangways, and to prevent shoreline erosion. There are two types of damages presently occurring along the bulkhead. At some areas the lateral earth pressure force is "kicking out" the wood pile supports. At others the anchoring cables have deteriorated or are deteriorating and the piles are being overturned. The following alternatives were considered.

Alternative 1 – Repair the existing wood and plank bulkhead

It was originally considered whether a less expensive repair of the existing would be an option. However, after engineering analyses it was found that the existing construction as designed:

1. is not sufficient to contain upland embankment soils (soils are being carried by pore water and a slip surface located about 3 – 5 feet below ground surface, or bgs) that are pressing against the base (about 1900 lbs./ft. width at 8/3 ft. above wall base) of the construction;
2. is of wooden support piles, anchored with deteriorating cable ties, and the piles are not adequately driven to depths to fixity, necessary to provide lateral support to the wall;
3. base is being scoured, causing the sinking and "kicking out" of wall sections.

Alternative 2 – Temporarily repair existing bulkhead breaches

Design, procedures and permitting efforts for temporary emergency repair action prior to the recommended project were first thought to be needed, in order to engage with the likelihood of not being able to permanently replace the bulkhead in by the end of the 2022-2023 IWWW. The areas where "kickout" has occurred would be temporarily remediated by 1) removing the broken wall sections and 2) stabilizing the exposed embankment. The areas where overturning is occurring could be temporarily reinforced by placement of adequately sized boulders. However, further analyses, including that of a contracted engineering geologist, provided the Port with the recommendation that temporary repairs as described above are an unnecessary expense and effort. Failing areas are nearing angles of inclined slope very close to soil friction angles. Erosion will be accelerated during severe storms, but tidal encroachment during this present storm season (2022-2023) are not expected to cause substantial damage to the exposed shoreline and adjacent structures.

Alternative 3 – Take no action

As of the date of this Application, about 10% of the bulkhead is failing, and its deterioration is accelerating. A complete failure of about 25% of this bulkhead during 2022-2023 wet season, based on observations and photographs taken in 2019, 2020, 2021 and 2022, and at least 50% by 2023-2024 are expected, according to Port Staff observations and consulting engineering. The “No Action” Alternative would result in the acceleration of the deterioration of bulkhead sections as described above, loss of Port function, and the scouring and loss of soil/sediment into the Port Basin.

Alternative 4 – Preferred Alternative- Take the action as described in Block (4).

(8) ADDITIONAL INFORMATION

Are there state or federally listed species on the project site?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	Unknown
Is the project site within designated or proposed critical habitat?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Unknown
Is the project site within a national Wild and Scenic River ?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Unknown
Is the project site within a State Scenic Waterway ?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Unknown
Is the project site within the 100-year floodplain ?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	Unknown

explain in Block 6 and describe measures to minimize adverse effects 1

Is the project site within the Territorial Sea Plan (TSP) Area ?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Unknown
yes, attach TSP review as a separate document for DSL.			
Is the project site within a designated Marine Reserve ?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Unknown
yes, certain additional DSL restrictions will apply.			
Will the overall project involve ground disturbance of one acre or more?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Unknown
Is the fill or dredged material a carrier of contaminants from on-site or off-site spills?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Unknown
Has the fill or dredged material been physically and/or chemically tested?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Unknown
Has a cultural resource (archaeological and/or built environment) survey been performed on the project area?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Unknown
Do you have any additional archaeological or built environment documentation, or correspondence from tribes or the State Historic Preservation Office?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Unknown

If yes, provide a copy of the survey and/or documentation of correspondence with this application to the Corps only. Do not describe any resources in this document. Do not provide the survey or documentation to DSL.

Is the project part of a DEQ Cleanup Site? No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Permit number _____ DEQ contact.			
Will the project result in new impervious surfaces or the redevelopment of existing surfaces? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, the applicant must submit a post-construction stormwater management plan as part of this application to DEQ's 401 WQC program for review and approval, see https://www.oregon.gov/deq/FilterDocs/401wqcertPostCon.pdf			
Identify any other federal agency that is funding, authorizing or implementing the project.			
Agency Name	Contact Name	Phone Number	Most Recent Date of Contact
List other certificates or approvals/denials required or received from other federal, state or local agencies for work described in this application.			
Agency	Certificate / approval / denial description	Date Applied	
Other DSL and/or Corps Actions Associated with this Site (Check all that apply.) Work proposed on or over lands owned by or leased from the Corps (may require authorization pursuant to 33 USC 408). These could include the federal navigation channel, structures, levees, real estate, dikes, dams, and other Corps projects.			
<input type="checkbox"/> State owned waterway		DSL Waterway Lease #:	
<input type="checkbox"/> Other Corps or DSL Permits		Corps #	DSL #
<input type="checkbox"/> Violation for Unauthorized Activity		Corps #	DSL #
<input type="checkbox"/> Wetland and Waters Delineation		Corps #	DSL #
Submit the entire delineation report to the Corps; submit only the concurrence letter (if complete) and approved maps to DSL. If not previously submitted to DSL, send under a separate cover letter			
(9) IMPACTS, RESTORATION/REHABILITATION, AND COMPENSATORY MITIGATION			
A. Describe unavoidable environmental impacts that are likely to result from the proposed project. Include permanent, temporary, direct, and indirect impacts.			
Some splashing and temporary turbidity during removal of existing wood pile and plank bulkhead, and placement of steel sheet pile pairs, and placement of fill (upland behind bulkhead) would occur. Turbidity impacts minimized via use of anchored turbidity curtain. No permanent impacts are expected.			
B. For temporary removal or fill or disturbance of vegetation in waterbodies, wetlands or riparian (i.e., streamside) areas, discuss how the site will be restored after construction to include the timeline for restoration.			
Grassed strip of land upland of the existing bulkhead will be stripped during excavation to place and compact structural fill/native soils mix. Cement stabilization may be used, per specifications provided by engineer-of-record.			
After fill and grading of impacted grassy slope are completed, impacted upland area will be reseeded.			
Compensatory Mitigation			
C. Proposed mitigation approach. Check all that apply: NA			
Permittee responsible <input type="checkbox"/> Onsite Mitigation	Permittee responsible <input type="checkbox"/> Offsite Mitigation	Mitigation Bank or <input type="checkbox"/> In-Lieu Fee Program	Payment In-Lieu <input type="checkbox"/> (Not approved for use with Corps permits)

D. Provide a brief description of proposed mitigation approach and the rationale for choosing that approach. If you believe mitigation should not be required, explain why. NA

Mitigation Bank / In-Lieu Fee Information:

Name of mitigation bank or in-lieu fee project:

Type and amount of credits to be purchased:

If you are proposing permittee-responsible mitigation, have you prepared a compensatory mitigation plan?

☐ Yes. Submit the plan with this application and complete the remainder of this section.

☐ No. A mitigation plan will need to be submitted (for DSL, this plan is required for a complete application).

Mitigation Location Information (Fill out only if permittee-responsible mitigation is proposed)

Mitigation Site Name/Legal
Description

Mitigation Site Address

Tax Lot #

County

City

Latitude & Longitude (in
DD.DDDD format)

Township

Range

Section

Quarter/Quarter

(10) ADJACENT PROPERTY OWNERS FOR PROJECT AND MITIGATION SITE		
<input type="checkbox"/> Pre-printed mailing labels of adjacent property owners attached separately (if more than 30).	Project Site Adjacent Property Owners	Mitigation Site Adjacent Property Owners
Contact Name Address 1 Address 2 City, ST ZIP Code	Don and Norma Saxon S [REDACTED] E [REDACTED] (note: adjacent property line approximately 400' east of east-most action area point)	
Contact Name Address 1 Address 2 City, ST ZIP Code		
Contact Name Address 1 Address 2 City, ST ZIP Code		

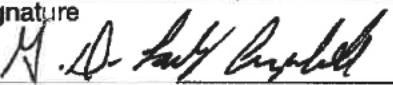
**(10) CITY/COUNTY PLANNING DEPARTMENT LAND USE AFFIDAVIT
(TO BE COMPLETED BY LOCAL PLANNING OFFICIAL)**

- ☐ This project will be consistent with the comprehensive plan and land use regulations when the following local approval(s) are obtained:

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

- ☐ This project is not regulated by the comprehensive plan and land use regulations.
- ☐ Conditional Use Approval
 - ☐ Development Permit
 - ☐ Other Permit (see comment section)
- ☐ This project is not consistent with the comprehensive plan. Consistency requires:
- ☐ Plan Amendment
 - ☐ Zone Change
 - ☒ Other Approval or Review (see comment section)

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

Local planning official name (print)	Title	City / County
Wendy Fairley Campbell	Community Development Dir	FLORENCE / LANE
Signature 	Date	September 8, 2022
Comments: Conditional Use Permit for riprap work / FCC 10-19-4-E-2-B Dev. Est. Zone		

(11) 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 (DLCD) for its concurrence or objection. For additional information on the Oregon Coastal Zone Management Program, contact DLCD 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	Title
David Huntington	Port manager
Signature 	Date 8-30-22

(12) SIGNATURES

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 DSL 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 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. To be considered complete, the fee must accompany the application to DSL. The fee is not required for submittal of an application to the Corps.

Fee Amount Enclosed

\$ 277.00

Applicant Signature

Print Name

Title

~~Dina McClure~~

Acting Port Manager

Signature

Date

8-30-22

Authorized Agent Signature

Print Name

Title

Jack (John) Akin, MS, PE

Consultant

Signature

Date

11/18/22

Landowner Signature(s)

Landowner of the Project Site (if different from applicant)

Print Name

Title

Signature

Date

Landowner of the Mitigation Site (if different from applicant)

Print Name

Title

Signature

Date

Department of State Lands, Property Manager (to be completed by DSL)

If the project is located on state-owned submerged and submersible lands, DSL staff will obtain a signature from the Land Management Division of DSL. A signature by DSL for activities proposed on state owned submerged/submersible lands only grants the applicant consent to apply for a removal fill permit. A signature for activities on state-owned submerged and submersible lands grants no other authority, express or implied and a separate proprietary authorization may be required.

Print Name

Title

Signature

Date

(13) ATTACHMENTS

☒ Drawings (items in bold are required)

☒ Location map with roads identified

☒ U.S.G.S topographic map

☒ Tax lot map

☒ Site plan(s)

☒ Cross section drawing(s)

☒ Recent aerial photo

☐ Project photos

☐ Erosion and Pollution Control Plan(s), if applicable

☐ DSL/Corps Wetland Concurrence letter and map, if approved and applicable

☐ Pre-printed labels for adjacent property owners (if more than 5)

☐ Restoration plan or rehabilitation plan for temporary impacts

☐ Mitigation plan

☐ Wetland functional assessment and/or stream functional assessment

☐ Alternatives analysis

☐ Biological assessment (if requested by Corps project manager during pre-application coordination.)

☐ Stormwater management plan

☐ Other:

☐

☐

Send Completed form to:

U.S. Army Corps of Engineers
ATTN: CENWP-OD-GP
PO Box 2946
Portland, OR 97208-2946
Phone: 503-808-4373

Counties:
Baker, Clackamas,
Clatsop, Columbia,
Gilliam, Grant, Hood
River, Jefferson, Lincoln,
Malheur, Marion, Morrow,
Multnomah, Polk,
Sherman, Tillamook,
Umatilla, Union,
Wallowa, Wasco,
Washington, Wheeler,
Yamhill

OR

U.S. Army Corps of Engineers
ATTN: CENWP-OD-GE
1600 Executive Parkway
Suite 210
Eugene, OR 97401-2156
Phone: 541-465-6868

Counties:
Benton, Coos, Crook,
Curry, Deschutes,
Douglas Jackson,
Josephine, Harney,
Klamath, Lake, Lane,
Linn

Send Completed form to:

DSL - West of the Cascades:

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
Phone: 503-986-5200

OR

DSL - East of the Cascades:

Department of State Lands
1645 NE Forbes Road, Suite 112
Bend, Oregon 97701
Phone: 541-388-6112

Send all Fees to:

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
Pay by Credit Card by Calling 503-986-5253

EXHIBIT 1

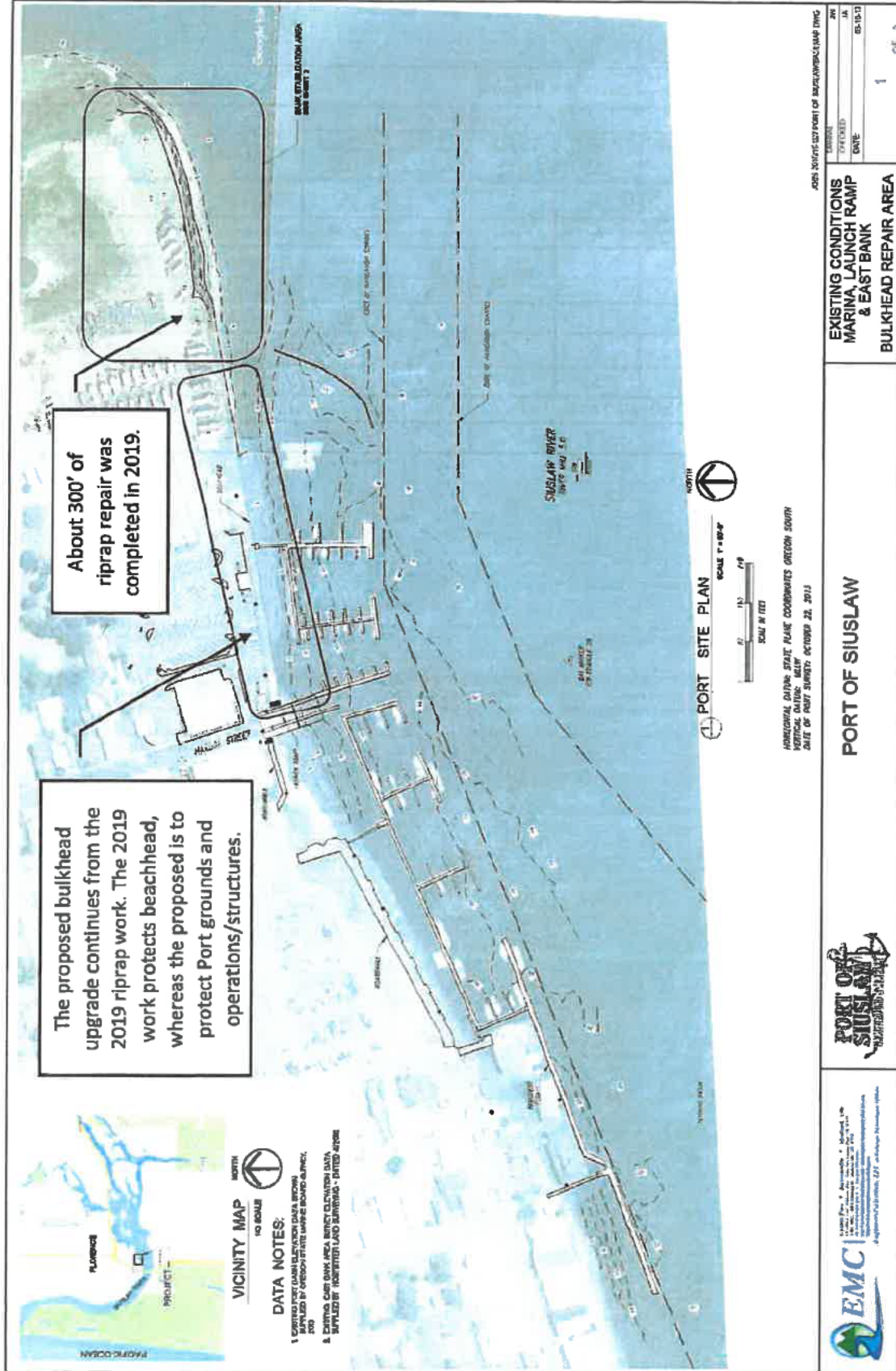


EXHIBIT 2

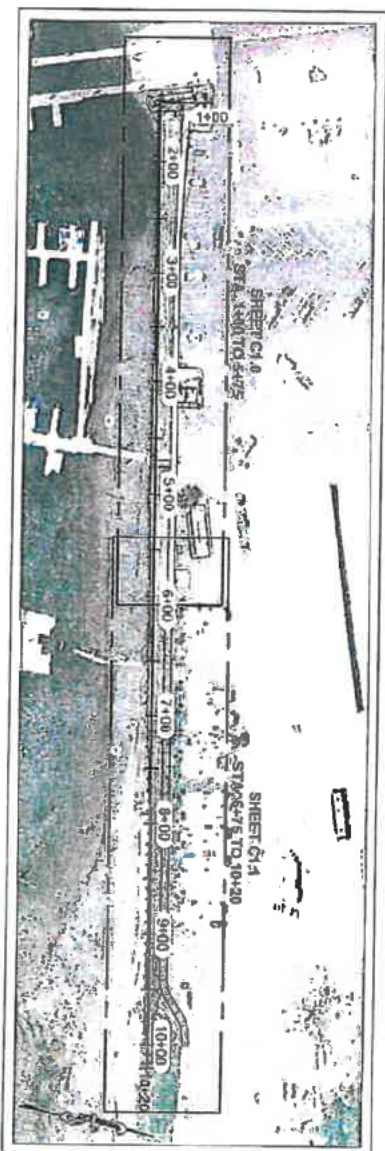
PRELIMINARY DESIGN

Port of Siuslaw Bulkhead Upgrade

**A PROJECT FOR:
PORT OF SUSLAW**

THE INTENT OF THESE DRAWINGS IS TO CONCEPTUALLY ILLUSTRATE THE RECONSTRUCTION OF AN EXISTING BLACK-GOLD LOCATED AT THE PORT OF SUSLAW CARBON. THE EXISTING BLACK-GOLD IS A THINER SOLDIER PILE WALL WITH THINER LAGERS AND A THINER DEWATERING SYSTEM THAT RETAINS EXISTING GRAVE AT THE MATERIALS. EXISTING RETAINED HEIGHTS VARY FROM +6.3 FEET TO +6.4 FEET AND THE LENGTH OF THE WALL IS APPROXIMATELY 170 FEET.

PRESENTLY, BULLETDOWN SIGNS OF DISTRESS INCLUDING LEAKING, TAPER DETERIORATION, AND WEARING THERMS, IT IS THE GOAL OF THE POINT TO REPLACE THE EXISTING WALL USING CURRENT CONSTRUCTION TECHNIQUES AND MATERIALS WITH 30 TO 50 YEARS LIFE SPAN. THESE SCHEMATIC DRAWINGS HAVE BEEN PREPARED TO ILLUSTRATE THE PROPOSED IMPROVEMENTS FOR PLANNING LEVEL, PERMITTING AND ACQUISITION PURPOSES. THE DRAWINGS ILLUSTRATE BOTH EXISTING CONDITIONS AND GENERAL REPAIRS AND ALTERATIONS THAT WOULD NEED TO BE ACCOMPLISHED IN CONJUNCTION WITH THE BULLETDOWN REPLACEMENT PROJECT.



NEW GRAVEL PAVING

- EXISTING STORM SEWER - PUBLIC
- EXISTING SURFACE CONTOUR
- 14 EXISTING STORMWATER M/T/POUTLET
- 15 EXISTING CATCH BASIN
- 16 EXISTING INV. SANITARY CONNECTION
- 17 EXISTING SANITARY VENT
- 18 EXISTING SANITARY CLEANOUT
- 19 EXISTING INV. POWER CONNECTION
- 20 EXISTING ELECTRICAL SERVICE BOX
- 21 EXISTING POWER VAULT
- 22 EXISTING WATER METER
- 23 EXISTING CONCRETE VALVE BOX
- 24 EXISTING UTILITIES
- 25 EXISTING SIGN (SHADE VARIES)
- 26 EXISTING PLUMB
- 27 TREE - EVERGREEN

COVER SHEET

- | | |
|------|---|
| C1.0 | PROPOSED BLU-HEAD IMPROVEMENTS
STA. 1+00 TO STA. 5+75 |
| C1.1 | PROPOSED BLU-HEAD IMPROVEMENTS
STA. 5+75 TO STA. 10+20 |
| S1.0 | PROPOSED BLU-HEAD SECTION
@ EXISTING SIDEWALK |
| S1.1 | PROPOSED BLU-HEAD SECTION
@ NEW PATH |

PRELIMINARY
NOT FOR CONSTRUCTION

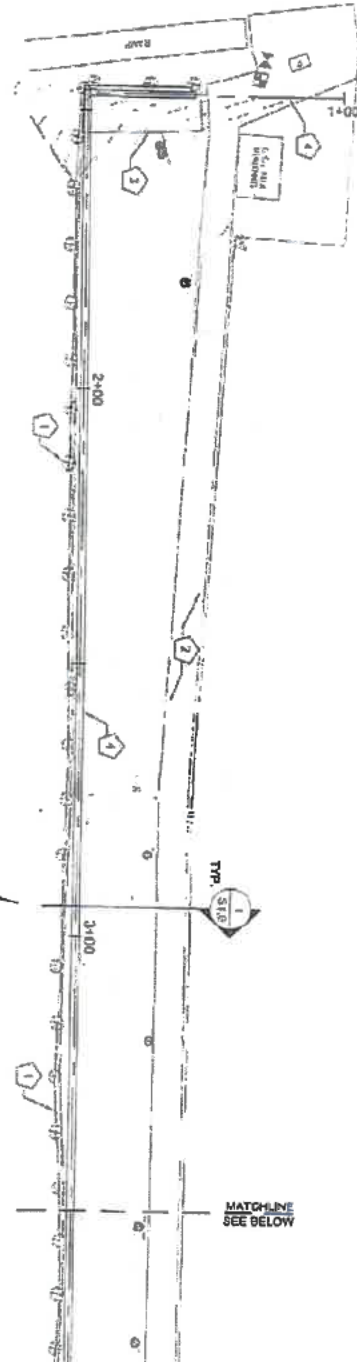
BULKHEAD CONCEPTUAL REPLACEMENT PLAN

ZCS
ZBINDEN • CRATER • SOUDERS
ENGINEERING
504 Main Street • Suite 03 Oregon City OR 97041
503-623-1700 ext. 100 • FAX 503-623-1701

COVER SHEET

CO.O

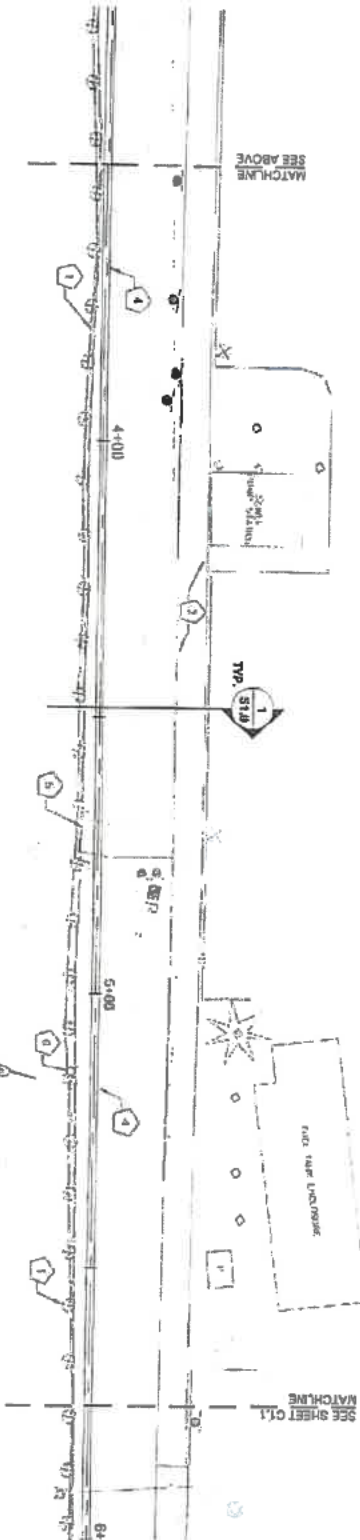
PRELIMINARY / NOT FOR CONSTRUCTION



PROPOSED BULKHEAD IMPROVEMENTS
STA. 1+00 TO STA. 3+50

1
C1.0

1" = 20'



PROPOSED BULKHEAD IMPROVEMENTS
STA. 3+50 TO STA. 5+75

2
C1.0

1" = 20'

- CONSTRUCTION NOTES:**
- 1 EXISTING BULKHEAD TO BE REPLACED. SEE SEQUENCE ON SHEET S1.4.
 - 2 EXISTING SIDEWALK TO REMAIN.
 - 3 EXISTING RIB CLEANING STATION. REMOVE AND REPLACE TO FACILITATE BULKHEAD INSTALLATION. PROTECT UTILITIES.
 - 4 PROPOSED BULKHEAD AUGMENT. START OF BULKHEAD @ 0+27. SEE SHEET S1.0 FOR CONSTRUCTION RECOMMENDATIONS.

- 5 EXISTING PILE SUPPORTED DOCK TIE-IN. PROTECT DURING PILE DRIVING OPERATIONS AND TIE-IN NEW BULKHEAD.
- 6 EXISTING STONE TERMINATION. PROTECT OR RELOCATE DURING CONSTRUCTION.

PRELIMINARY
NOT FOR CONSTRUCTION

PORT OF SIUSLAW BULKHEAD CONCEPTUAL REPLACEMENT PLAN		 ZCS ZBINDER • CARTER • SOUDERS ENGINEERS 221 VAN BUREN - SUITE 201, OREGON CITY, OR 97141 503-395-1000
PROJECT NAME: BULKHEAD DRAWN: JLS CHECKED: JLS DATE: 04/14/11	PROPOSED BULKHEAD IMPROVEMENTS C1.0	PRELIMINARY / NOT FOR CONSTRUCTION

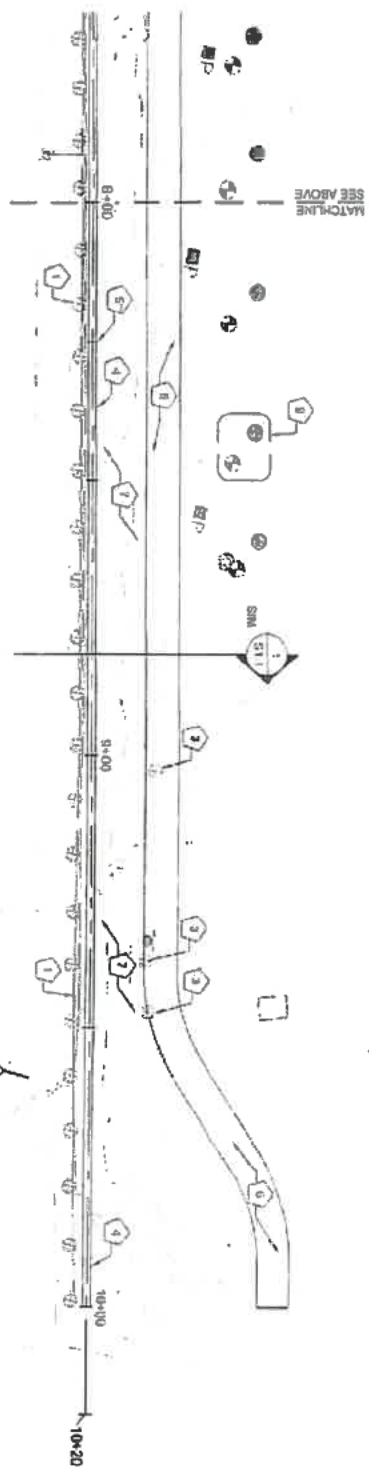
- CONSTRUCTION NOTES:**
- 1 EXISTING BULKHEAD TO BE REPLACED. SEE SEQUENCE ON SHEET STA.
 - 2 EXISTING SIDEWALK TO REMAIN
 - 3 EXISTING PILE TO BE REMOVED.
 - 4 SEE SHEET C1.0 FOR CONSTRUCTION RECOMMENDATIONS.

- 5 PROPOSED BULKHEAD STEP LOCATION. STEP BULKHEAD TOP OF WALL 1'-6" AT STA. 8+70, STA. 7+50, AND STA. 8+25.
- 6 PROPOSED GRAVEL TRAIL. EXTENSION OF EXISTING SIDEWALK. TERMINATE WITH ESTUARY TROIL. STA. 9+80 TO STA. 10+00.
- 7 DEGRADE EXISTING SLOPE TO ACCOMMODATE GRAVEL TRAIL EXTENSION.

- 8 EXISTING STORM TERMINATION. PROTECT OR RELOCATE DURING CONSTRUCTION.
- 9 EXISTING RV CONNECTIONS. TYP. PROTECT DURING CONSTRUCTION. REMOVE AND REPLACE WHERE REQUIRED.

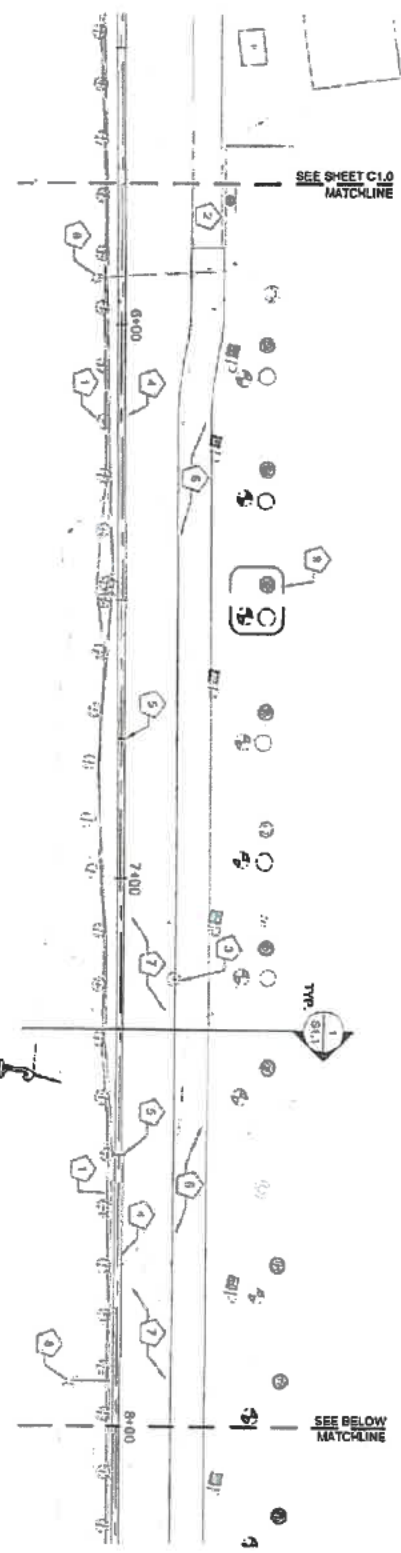
**PROPOSED BULKHEAD IMPROVEMENTS
STA. 8+00 TO STA. 10+20**

1" = 20'



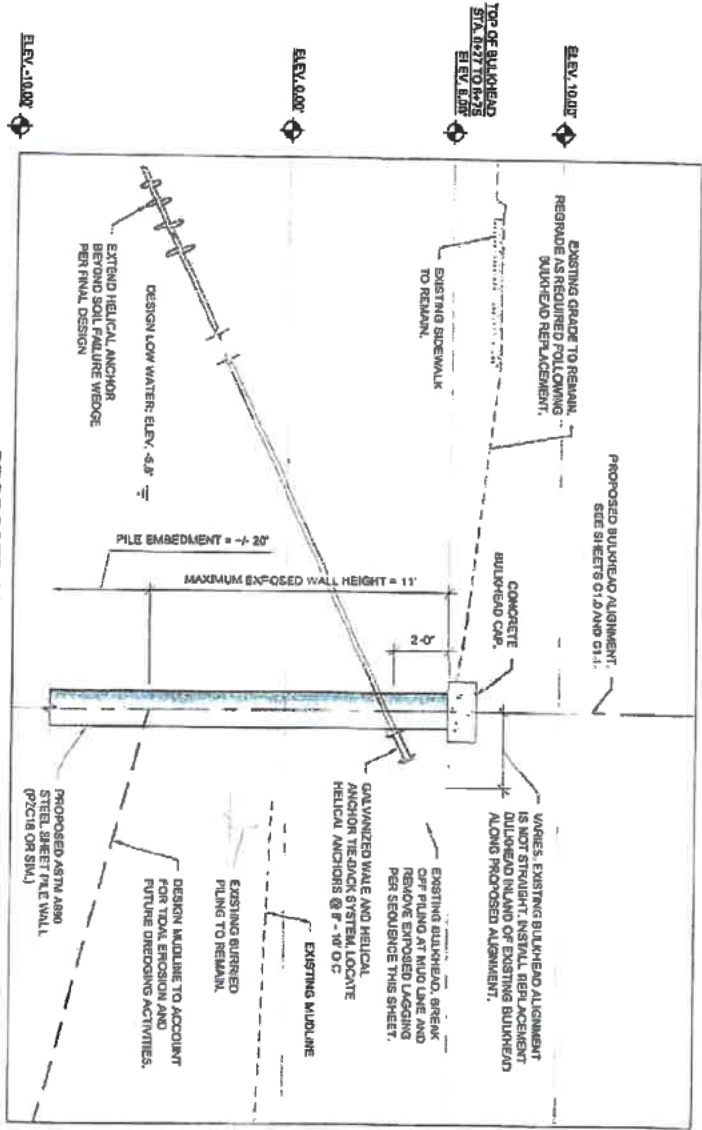
**PROPOSED BULKHEAD IMPROVEMENTS
STA. 5+75 TO STA. 8+00**

1" = 20'



PRELIMINARY - NOT FOR CONSTRUCTION

PORT OF SIUSLAW BULKHEAD CONCEPTUAL REPLACEMENT PLAN		 ZCS ZBINDER • CARTER • SOUDERS ENGINEERING <small>251 1/2th Street, Suite 202, Oyster Bay, NY 11770</small> <small>516-222-1100 • 516-222-1101</small>
FIELD NO. DRAWN BY CHECKED BY DATE	PROJECT NO. DATE	
PROPOSED BULKHEAD IMPROVEMENTS		C1.1




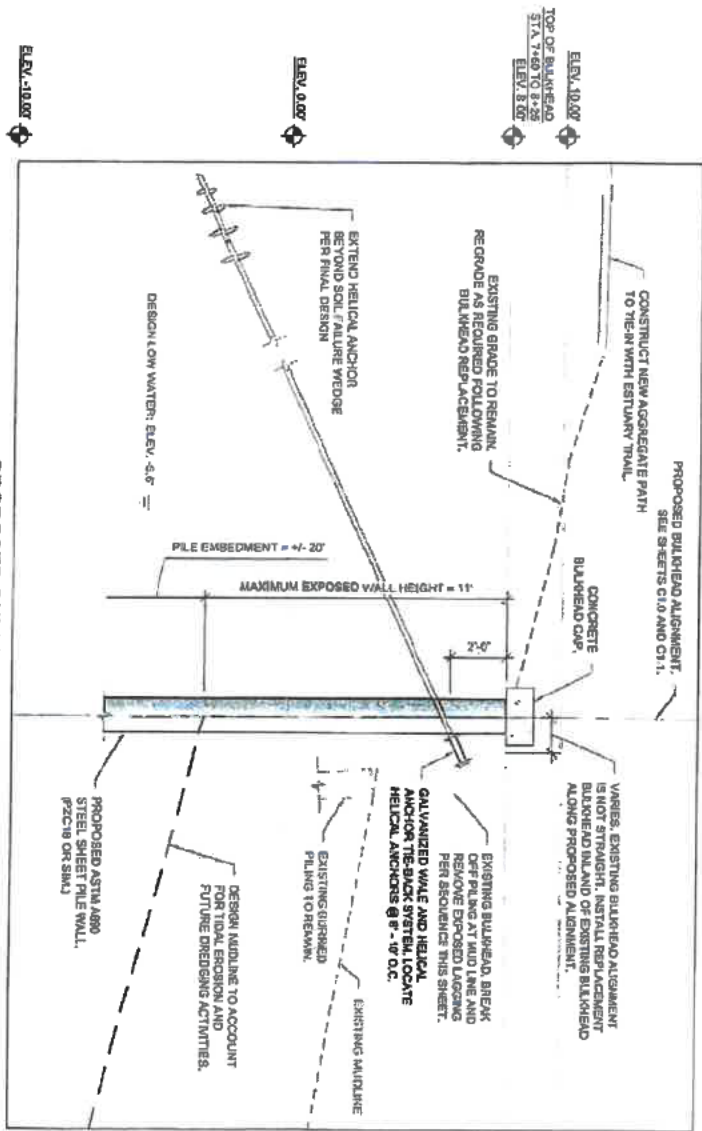
1
S1.0
PROPOSED BULKHEAD IMPROVEMENTS
TYPICAL SECTION STA. 0+27 TO 6+75
1/4" = 1'

**PROPOSED BULKHEAD
REPLACEMENT SEQUENCE:**

1. LOCATE ALL UNDERGROUND UTILITIES PRIOR TO PILE DRIVING.
2. INSTALL ALL TEMP. SAFETY MEASURES.
3. FIELD VERIFY PILING LOCATIONS. ENSURE ADEQUATE SPACE BETWEEN EXISTING WALL AND NEW BULKHEAD.
4. BEGIN EXCAVATION AND LAGGING NOTED ON FINAL PLANS.
5. EXISTING BULKHEAD TO DEPTH OF REMOVAL FROM FACE OF SHEETPILE WALL PER FINAL PLANS.
6. INSTALL NEW HELICAL ANCHOR TIE-BACKS THROUGH EXISTING BULKHEAD TO DEPTH OF REMOVAL FROM FACE OF SHEETPILE WALL PER FINAL PLANS.
7. INSTALL SHEET PILE PATCHES AND WALE PER FINAL PLANS.
8. CONTINUE REMOVAL OF EXISTING BULKHEAD TO EXISTING MUDLINE.
9. BREAK OFF EXISTING TIMBER PILES AT EXISTING MUDLINE.
10. INSTALL CONCRETE BULKHEAD CAP ALONG TOP OF WALL PER FINAL DRAWINGS.
11. REGRADE AND DRESS RETAINED SLOPE PER FINAL DOCUMENTS.

PRELIMINARY
NOT FOR CONSTRUCTION

 ZBINDER • CARTER • SOUDERS ENGINEERING 624 1/2 N. 1st St. Ste. 200 Portland, OR 97203 503.228.1111		PORT OF SIUSLAW BULKHEAD CONCEPTUAL REPLACEMENT PLAN PROJECT NO. P-2018-01 SHEET NO. 400 DATE 8-1-18 BY	PROPOSED BULKHEAD SECTION S1.0
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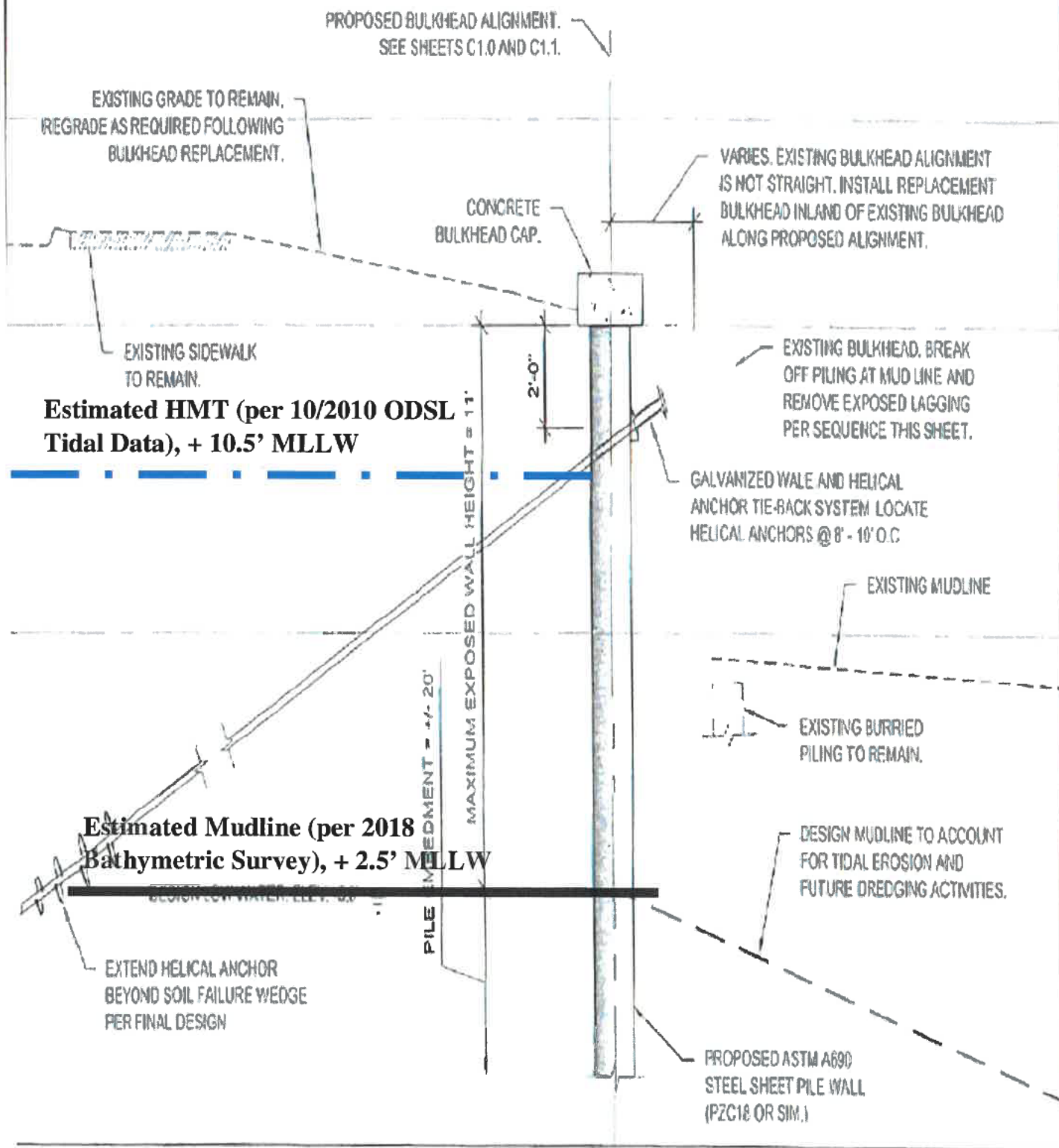


1
S1.1
PROPOSED BULKHEAD IMPROVEMENTS
TYPICAL SECTION STA. 7+50 TO 8+25
1/4" = 1'

PRELIMINARY
NOT FOR CONSTRUCTION

PORT OF SIUSLAW		 ZBIDEN • CARTER • SOUDERS ENGINEERING 604 Main Street • Suite 82 • Oregon City, OR 97145 503-638-7999 • Fax 503-638-7971
BULKHEAD CONCEPTUAL REPLACEMENT PLAN		
SHEET NO. 2085 DATE 2/20/07 BY 01-4-14 CHECKED	PROJECT NO. P-087-04 DATE 2/20/07 BY 01-4-14 CHECKED	PRELIMINARY / NOT FOR CONSTRUCTION S1.1 PROPOSED BULKHEAD SECTION

TYPICAL CROSS-SECTION SHOWING MUDLINE & HMT



**PROPOSED BULKHEAD IMPROVEMENTS
TYPICAL SECTION STA. 0+27 TO 6+75**

EXHIBIT 3

PORT OF SIUSLAW – 2022 PRESENT CONDITION

By Jack Akin, MS, PE, EMC-Engineers/Scientists, LLC





Present locations of bulkhead section failures along west side. Note that this aerialphoto is dated as photographed in 2019. The bulkhead at that time was in better condition than as shown on next page in 2021 Photos.



Present locations of bulkhead section failures along east side. This aerialphoto is also dated as photographed in 2019. The bulkhead at this time was in better condition than as shown below in 2021 Photos.

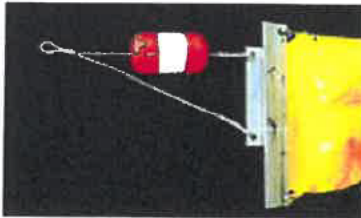


An example of the curtain to be used at the Port of Siuslaw return water pipeline exit is this ABASCO Type 1 DOT Turbidity Curtain, suitable for use in protected waters where the effects of wind, waves, and current are minimal. 18-oz or 22-oz PVC-coated polyester fabric, bottom tension member, and marine-grade flotation provide a strong, durable curtain ideal for silt and sediment control during dredging and marine construction activities.

Type 1 DOT Turbidity Curtain with plain skirt



Fabric 22 oz/sq yd PVC-coated polyester; optional filter fabric for skirt. Flotation: 6-in expanded polystyrene (EPS) foam contained in individually sealed float pockets. Tension/ballast: 1/4-in Grade 30 galvanized steel chain; 5,200 lb breaking strength; 0.63 lb/ft weight. End connection: Lacing grommets on rope-reinforced ends located at both ends of each barrier section. Ballast chain is shackled section-to-section. Section length: 25 ft, 50 ft and 100 ft. Skirt depth: To 10 ft; can be tapered to conform to bottom profile.



Tow Bridles - Tow bridles are used for anchoring or towing long, heavy curtain sections. Bridles come in four sizes, from 3 inches to 25 inches, to accommodate all ABASCO curtain sizes. Includes one aluminum connector, ASTM pin, welded doublers top and bottom, and 5/16-inch galvanized aircraft cable. Floats are optional.

Ropes and Stakes - ABASCO rope and stake kits provide secure curtain tie-downs on beaches or river banks. 100-ft of 3/8-inch or 1/2-inch twisted polypropylene rope has a terminal float. Stakes are 1-inch-diameter, schedule 40, galvanized, steel pipe with a welded eye. Stakes have a high-visibility red finish.



Furling Lines - Optional furling lines are used to adjust skirt depth to suit the water depth profile and to lower and raise turbidity curtain skirts for deployment and retrieval.



Typical Linked Curtain

