

**NOTICE OF APPLICATION and
LIKELY DETERMINATION OF
NON-SIGNIFICANCE**

Date of Issuance: May 11, 2012
Lead Agency: City of Woodland, WA
**Project Title: Bulk Transportation Rail and Truck
Transloading and Wash Facility**
Land Use Application No.: 212-908 SPA/SEPA

The City of Woodland has received a permit application that may interest you. You are invited to comment on this proposed project.

Applicant: Gary Cross, National Transportation Logistics, LLC
Property Owner: National Transportation Logistics, LLC
Site Location: 1825 Howard Way, Parcel ID Number: 502358500
Parcel Size: 4.1 acres
Zoning Designation: Light Industrial (I-1)
Date Application Received: April 12, 2012
Date Notice of Complete Application Issued: April 27, 2012
Comment Due Date: May 25, 2012 at 5 p.m.

I. ENVIRONMENTAL REVIEW:

The City of Woodland has reviewed the proposed project for probably adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed project. The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an Environmental Impact Statement is prepared. A copy of the subsequent threshold determination for the proposal may be obtained upon request.

Agencies, tribes, and the public are encouraged to review and comment on the proposed project and its probable environmental impacts. Comments must be submitted by **5 p.m. on May 25, 2012** to:

City of Woodland
Building and Planning Department
c/o Carolyn Johnson
230 Davidson Ave., PO Box 9
Woodland, WA 98674

Email: johnsonc@ci.woodland.wa.us
Fax: 360-225-7336

The following conditions have been identified that may be used to mitigate the adverse environmental impacts of the proposal.

Proposed Mitigation Measures:

1. If any cultural or historical resources are discovered during construction activity, construction shall cease until a qualified archaeologist assesses the find. The applicant shall contact all applicable authorities including the Cowlitz Tribe, Washington DAHP, and the City.
2. Storm water detention and treatment facilities shall, at a minimum, comply with the 1992 DOE Stormwater Management Manual for the Puget Sound Basin and shall be approved by the Public Works Director.
3. Hours of construction shall be limited to 7:00 a.m. to 8:00 p.m. on weekdays and prohibited on Sundays.
4. All outdoor parking and security lighting shall consist of fully shielded luminaires that have opaque top and sides, and capable of only emitting light downward.

II. DESCRIPTION OF PROPOSAL

The proposal is for preliminary Site Plan Review for a rail car cleaning and rail-to-truck transloading facility on a previously developed industrial lot. The property is owned by National Transportation Logistics, LLC which plans to lease the property to Bulk Transportation, Inc. Development of the site as a rail car cleaning facility began in 2007 under different property ownership but was never completed. The current proposal is a continuation of that previous development but with a number of modifications.

Existing site improvements include: a rail car cleaning wash bay; four rail spurs; site grading; stormwater facilities; sewer and water service; frontage improvements including driveway, sidewalk, curb, and gutter; and fencing.

The applicant is proposing to further develop the site to allow for the transloading of liquid chemicals and food products from rail cars to trucks. Further development of the site will include the construction of a 1,364 sf office building; construction of employee, trailer, and truck tractor parking; construction of an asphalt trailer loading area; installation of secondary containment for the transloading area; modifications to the storm pond and to site grading; and landscaping. It is anticipated that four to five employees will work in the office building and that 25 truckers may visit the site daily.

The stormwater system design being used was modeled to meet the flow control requirement of the Washington Department of Ecology's Western Washington Stormwater Management Manual (2005). The stormwater model assumed that no infiltration would occur and, accordingly, the stormwater pond was designed for detention and flow control and swales were designed for biofiltration of stormwater runoff.

As proposed, transloaded materials would range from food products to US Department of Transportation Class 8 Corrosives, which include acids and alkalis. Product transfer would be performed using direct hose connections between rail car and the truck tanker. Should accidental spills or releases occur, the transloading area would include secondary containment beneath the rail car and the truck tanker. Tank car cleaning will be performed inside a wash building with rinse water being transferred to a storage tank in the building. No on site chemical storage is anticipated.

III. LOCATION OF PROPOSED DEVELOPMENT

The project site is located on the west side of Howard Way just south of its intersection with Heritage Street. The site is not currently in use.

The site is located in northeast quarter of Section 14, Township 5 North, Range 1 West, of the Willamette Meridian. The site is Lot 2 of the J.H. Kelly Short Plat.

IV. REQUIRED PERMITS

The following local, state and federal permits/approvals are needed for the proposed project:

1. Site Plan Approval (City of Woodland)
2. City of Woodland Fill and Grade Permit (if required)
3. City of Woodland Building Permit
4. City of Woodland Plumbing and Mechanical Permit
5. NPDES for Construction Stormwater General Permit
6. Washington Industrial Storm Water General Permit (Coverage Obtained, Permit Number WAR-125107)

V. REQUIRED STUDIES AND ENVIRONMENTAL DOCUMENTS

The following documents have been submitted as part of the application:

1. SEPA Checklist, March 2012
2. Stormwater Technical Information Report, March 2012
3. Final Stormwater Technical Information Report, December 2005
4. Critical Areas Checklist, March 2012

Application materials including the documents listed above can be reviewed at the Woodland City Hall Annex, 230 Davidson Ave., Woodland, WA 98674.

VI. PRELIMINARY DETERMINATION OF THE DEVELOPMENT REGULATIONS THAT WILL BE USED FOR PROJECT MITIGATION AND CONSISTENCY:

Regulations applicable to this development include WMC 17.44 (Light Industrial District), WMC 17.56 (Off-Street Parking and Loading Requirements), WMC Title 13 (Water and Sewage), WMC 15.10 (Erosion Control Ordinance), and WMC Title 12 (Streets and Sidewalks).

Staff has determined that this development is capable of meeting applicable regulations.

VII. REVIEW AUTHORITY

Per WMC 19.08.030, SEPA Threshold Determinations shall be made by the City Public Works Department Staff. After the close of the comment period on the NOA, the City will review any comments on the environmental impacts of the project and decide whether to proceed with issuing a DNS. The City is required to circulate the DNS, if issued, to the Department of Ecology, agencies with jurisdiction, anyone who commented on this NOA, and anyone requesting a copy.

Published in the Reflector: May 16, 2012

Exhibits:

- 1) Vicinity Map
- 2) Proposed Site Plan
- 3) Proposed Elevation Plans

- 4) SEPA Checklist
- 5) SEPA Distribution List

cc:

Gary Cross, National Transportation Logistics, LLC
Andrew Woods, Bulk Transportation, Inc.
Bryan Halbert, Schlect Construction Inc., 9407 Vancouver Mall Drive, Suite 201, Vancouver, WA 98662
Property Owners within 300 ft
Rob VanderZanden, HHPR
Department Heads
Building Official
Planning Commission
City Council
Mayor
SEPA Distribution List
File LU#: 212-908
Counter Copy
Post Site (2)
Website
The Reflector 5-16-2012

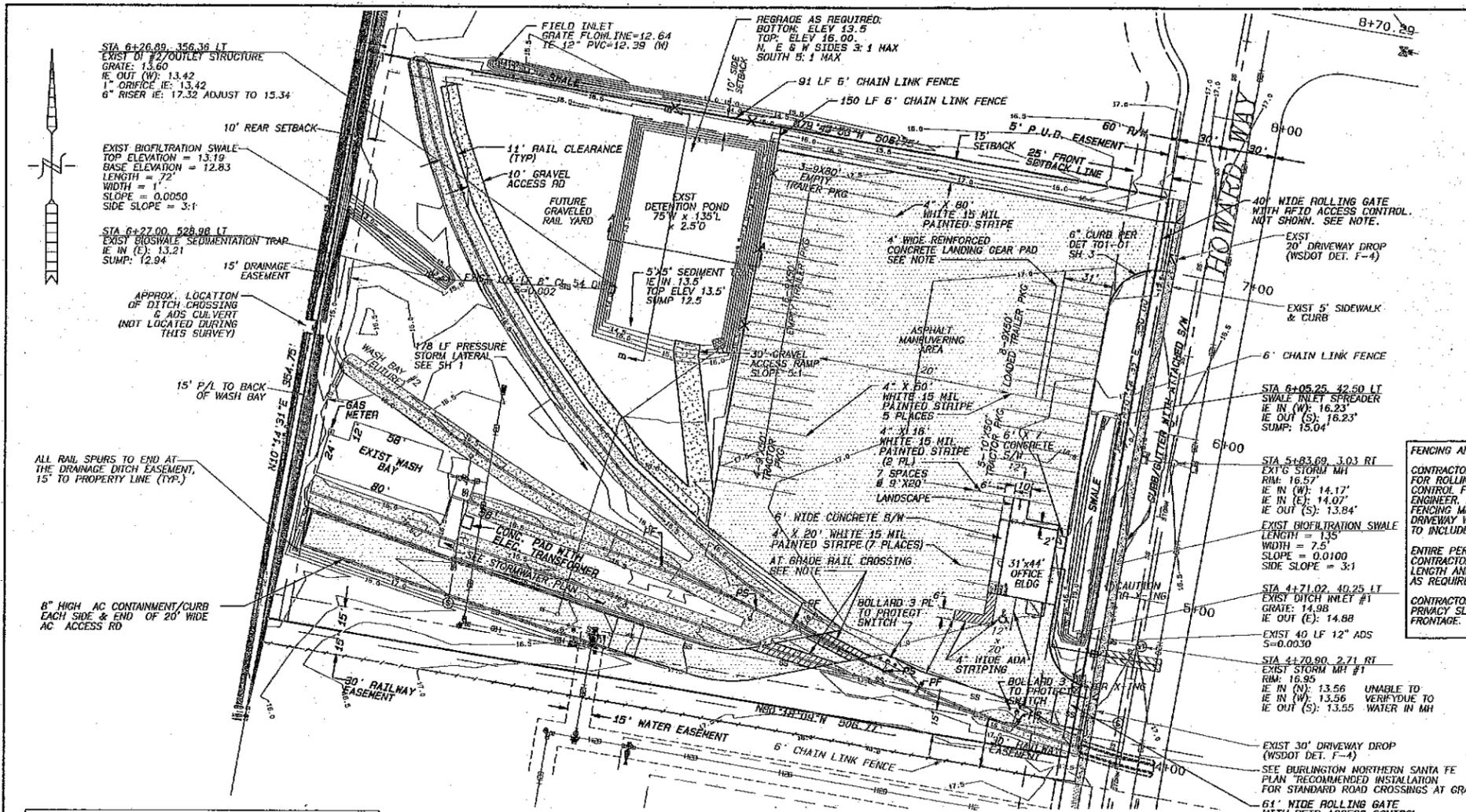


Vicinity Map - Bulk Transportation Transloading and Wash Facility



Disclaimer: The City of Woodland, WA, assumes no legal liability or responsibility for accuracy and completeness of this map. This map is to be used as a reference tool only. It is not a survey and the property and lines are not to be construed as being accurate.





RAIL CROSSINGS

GENERAL
 AC CROSSING WITH STANDARD RAIL SEAL BY PERFORMANCE POLYMERS INNOVATIONS, INC. OR AN EQUAL RAIL SEAL TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. AC TO BE PER WA DOT SPECIFICATION. AC TO BE FULL DEPTH OF RAIL WITH ROCK BASE BETWEEN TIES. AC TO BE LAID IN 3 LIFTS AND COMPACTED PER WA DOT HIGHWAY STANDARDS.

STANDARD TRACK SECTIONS
 USE PPI ILF1986 STD RUBBER SECTION FOR WOOD TIES WITH IMPROVED FAIR RAIL ANCHORS

JOINT BAR LOCATIONS

ALTERNATIVE 1:
 JOINT BARS SHALL BE ELIMINATED BY SHIFTING JOINTS OR WELDING & GRINDING JOINTS.

ALTERNATIVE 2:
 PLACE RUBBER UP TO JOINT BAR AND SET UP FORM TO POUR A 2 PART URETHANE ELASTOMER ADJACENT TO JOINT BAR. PPI TO RECOMMEND MATERIAL. ALLOW MINIMUM ONE DAY OF CURE TIME BEFORE PAVING.
 OR
 USE PPI ILF1681 FOR THE ENTIRE CROSSING AND TRIM/DRILL TO FIT AT THE JOINT BARS. USE OF PPI ILF1681 WILL REQUIRE
 PLACEMENT OF SPACERSON THE TIES UNDER THE RUBBER IN THE JOINT BAR AREAS TO PREVENT DOWNWARD ROTATION OF THE RUBBER AT THE RAIL.

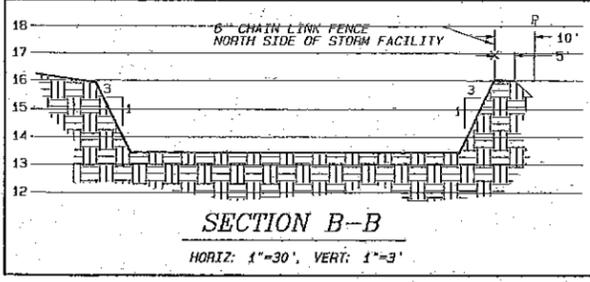
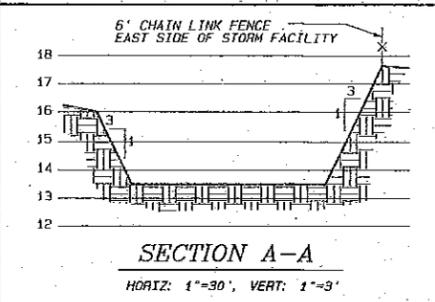
FROGS
 PLACE RUBBER UP TO THE FROG ATTACHMENT BOLTS. SET UP FORM TO POUR A 2 PART URETHANE ELASTOMER ADJACENT TO JOINT BAR. PPI TO RECOMMEND MATERIAL. ALLOW MINIMUM ONE DAY OF CURE TIME BEFORE PAVING.
 OR
 AROUND THE SMOOTH FROG CASTING (AT SELF GUARDING SECTION) PLACE A 1-1/2" THICK RUBBER STRIP BETWEEN CASTING AND AC. SPIKE INTO TIES & BEND SPIKES INTO RUBBER PRIOR TO PAVING. TRIP AND DRILL THE FILD AND GAUGE SIDE RUBBER AT THE RAIL CONNECTION TO FROG. TRIM BACK LEG TO CLEAR ANY WIDER PLATES.

FENCING AND GATES

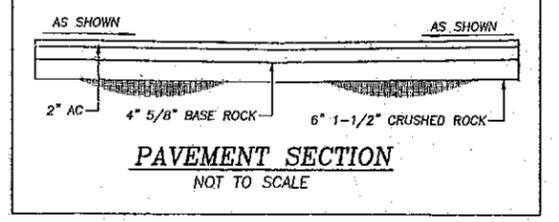
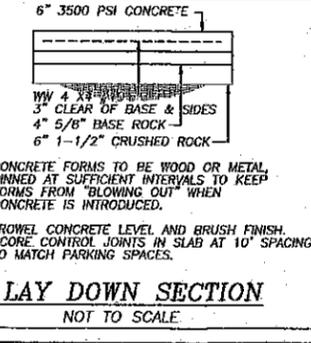
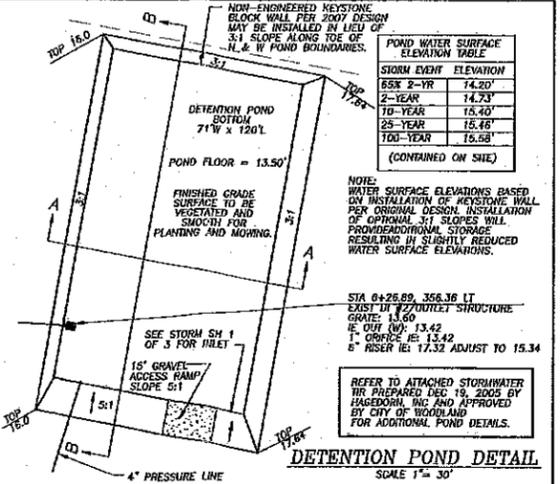
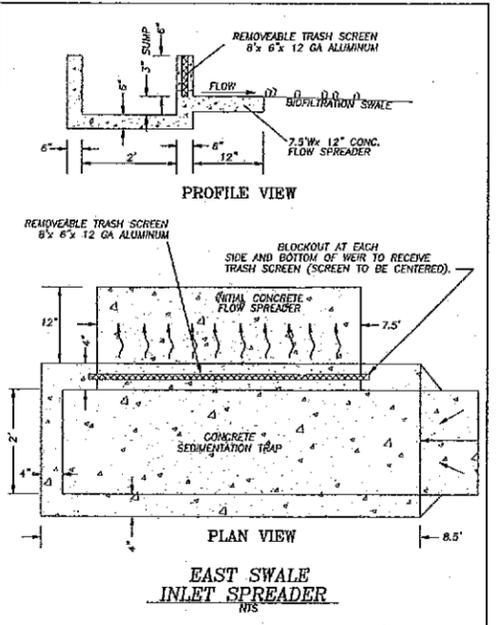
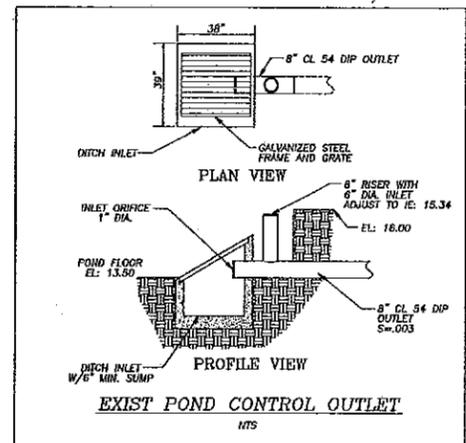
CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR ROLLING GATES AND RFID ACCESS CONTROL FOR REVIEW BY OWNER & ENGINEER. ADJUSTMENT OF EXISTING FENCING MAY BE REQUIRED TO ACCOMMODATE DRIVEWAY WIDTH AND GATES. SOUTH GATE TO INCLUDE RAIL CROSSING.

ENTIRE PERIMETER OF SITE IS TO BE FENCED. CONTRACTOR SHALL VISIT SITE AND DETERMINE LENGTH AND LOCATION OF ADDITIONAL FENCING AS REQUIRED.

CONTRACTOR TO INSTALL/REPLACE AS REQUIRED PRIVACY SLATS IN EXISTING FENCING ALONG FRONTAGE.



SITE PLAN
 SCALE 1"=40'



CONCRETE DRAINAGE STRUCTURES:

STEEL REINFORCEMENT OF THE BIOSWALE SEDIMENTATION TRAP AND SWALE INLET SPREADER BASES SHALL CONFORM WITH WSDOT AND WASHINGTON AWWA STANDARDS.

ALL REBAR USED IN THIS REINFORCEMENT SHALL MEET ASTM A615 GRADE 60.

DRAINAGE DITCH:

OTHER THAN THE CONNECTION OF THE WESTERN BIOFILTRATION SWALE, THERE IS TO BE NO GRADING OR REGRADING OF THE EXISTING DRAINAGE DITCH.

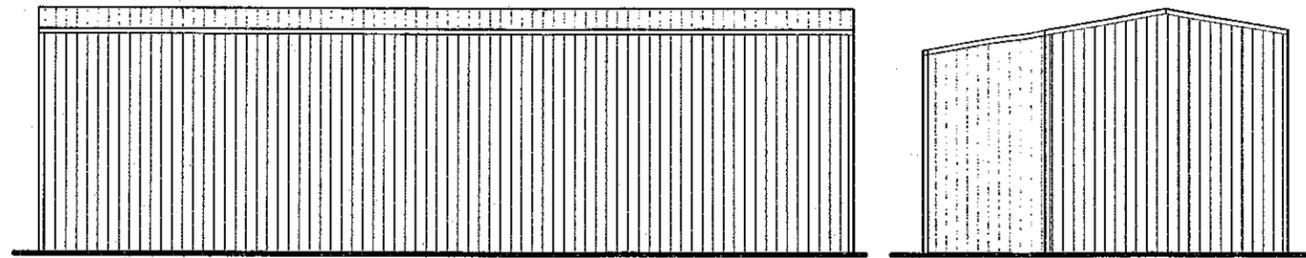
BENCHMARK: ELEVATIONS BASED ON DATUM FOR SHORT SUBDIVISION 99-901

HAGEDORN, INC.
 Land Surveying & Engineering (900) 898-4425
 1024 Broadway, Vancouver, WA 98663

date: MAR 22, 2012 designed: LJM bar. scale: AS SHOWN
 draw: LJM approved: LJM vert. scale: AS SHOWN

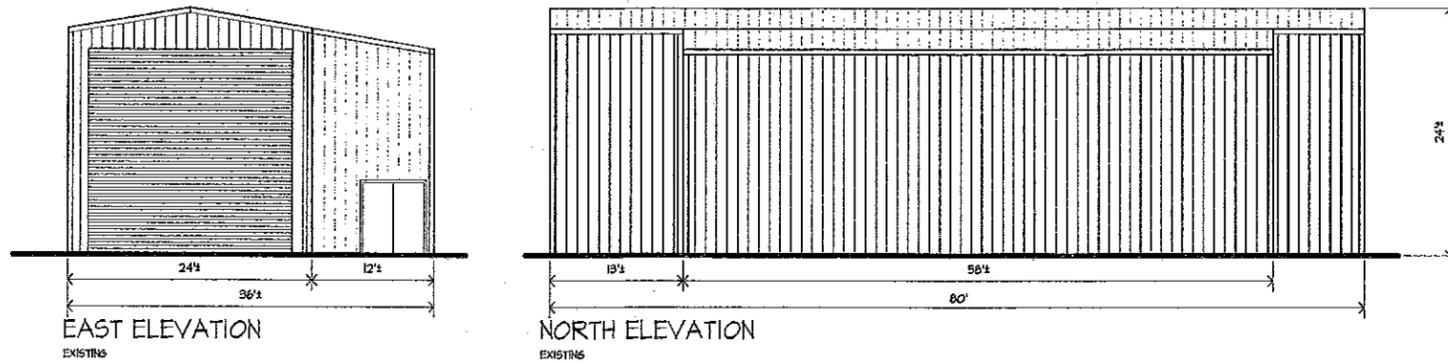
BULK TRANSPORT
 NOT FOR CONSTRUCTION
 Sheet 02 of 6 File: 11-041

PRELIMINARY
 NOT FOR
 CONSTRUCTION
 SUBJECT TO APPROVAL



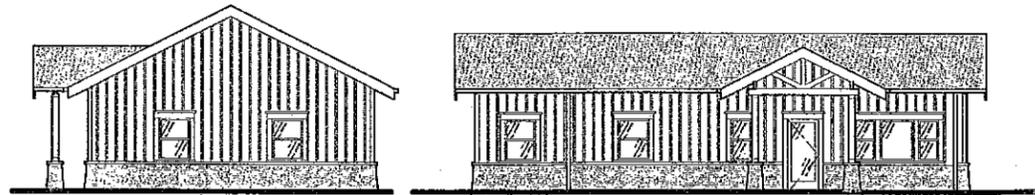
SOUTH ELEVATION
EXISTING

WEST ELEVATION
EXISTING



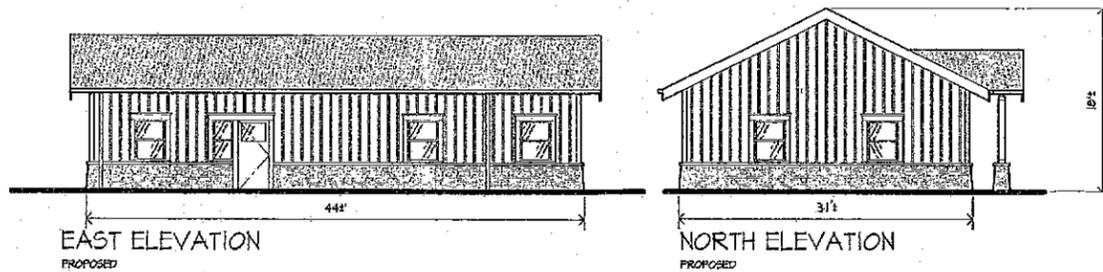
EAST ELEVATION
EXISTING

NORTH ELEVATION
EXISTING



SOUTH ELEVATION
PROPOSED

WEST ELEVATION
PROPOSED



EAST ELEVATION
PROPOSED

NORTH ELEVATION
PROPOSED

BULK TRANSPORTATION
 1825 HOWARD WAY
 WOODLAND, WA

DRAWN: MDD	CHECKED: CB
SCALE: 1/8" = 1'-0"	DATE: 06.05.11
JOB #: 11-1221	
ISSUED FOR: PRELIM	
REVISIONS:	
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SHEET NAME:
ELEVATION PLAN

SHEET #

EL

SHEET 3 OF 3

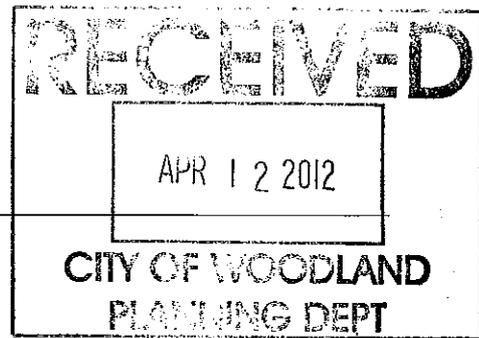
NOTE:
 THE DRAWINGS REPRESENTED HERE ARE CONCEPTUAL IN NATURE.
 DESIGN IS SUBJECT TO CHANGE AND JURISDICTIONAL APPROVAL UPON SUBMITTAL
 FOR FINAL BUILDING REVIEW, PERMITTING, AND TENANT IMPROVEMENT APPROVALS.

COPYRIGHT 2011 PLANNING SOLUTIONS, INC. NO PART OF THIS DRAWING MAY BE COPIED OR REPRODUCED WITHOUT WRITTEN PERMISSION OF PLANNING SOLUTIONS, INC.

DISCLAIMER AND LIMITATIONS: ANY WORK COMPLETED HEREIN INCLUDING, BUT NOT LIMITED TO, PLANS AND DOCUMENTS ARE INSTRUMENTS OF SERVICE INTENDED FOR USE SOLELY WITH RESPECT TO THIS PROJECT. ALL WORK SHALL BE CONSIDERED CONCEPTUAL AND SUBJECT TO CHANGE. THESE INSTRUMENTS OF SERVICE SHALL BE CONSIDERED A WORK IN PROGRESS WHERE UNKNOWN FACTORS EXIST AND JURISDICTIONAL REQUIREMENTS HAVE NOT BEEN VERIFIED. DUE TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH A CONCEPTUAL DESIGN, THESE INSTRUMENTS OF SERVICE SHALL NOT BE USED AS THE BASIS FOR A FINANCIAL EVALUATION OR CONSTRUCTION COST ESTIMATION. AN INDEPENDENT ARCHITECTURAL FIRM SHALL BE ENGAGED TO PREPARE ARCHITECTURAL PERMITS AND PERMITS FOR CONSTRUCTION. PLANNING SOLUTIONS, INC. SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN ANY INSTRUMENTS OF SERVICE PREPARED BY AN ARCHITECTURAL FIRM OR ENGINEER. PLANNING SOLUTIONS, INC. SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN ANY INSTRUMENTS OF SERVICE PREPARED BY AN ARCHITECTURAL FIRM OR ENGINEER.

212-908

ENVIRONMENTAL (SEPA) CHECKLIST



Part A. BACKGROUND

1. Name of proposed project, if applicable:

Transloading terminal development (Bulk Transportation, Inc.)

2. Name of applicant:

Gary Cross, President and CEO
National Transportation Logistics, LLC

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

Gary Cross (*Applicant*)
President
National Transportation Logistics, LLC
PO Box 390
415 Lemon Avenue
Walnut, CA 91789
Work 909.594.2855
Fax 909.595.9983

Andrew Woods (*Contact*)
Director of Governmental Affairs
Bulk Transportation, Inc.
PO Box 6068
3032 S El Dorado St.
Stockton, CA 95206
Work 209.466.0481
Fax 510.217.4410
Mobile 916.802.5862

Mr. Cross is also President and CEO of Bulk Transportation, Inc.

4. Date checklist prepared:

March 13, 2012

5. Agency requesting checklist:

City of Woodland

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

The following will occur in July and August, 2012:

- Grading
- Office Construction
- Paving
- Installment of Liff Station, Piping, and Secondary Containment: Will take about 3-4 weeks of construction after approved permits and the start of construction

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? No. If yes, explain.

All construction will be conducted as part of the current proposal.

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

Bulk Transportation, Inc. applied for and received Permit Number WAR-125107 for coverage under the Washington Industrial Storm Water General Permit (ISWGP).

ENVIRONMENTAL (SEPA) CHECKLIST

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.

None.

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

City of Woodland site development permit.

City of Woodland Site Plan Approval
City of Woodland Building Permits
City of Woodland Fill + Grade Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The site is located in the Woodland Industrial Park and has an area of approximately 4.1 acres. The former owner of the property developed the site for rail car cleaning, including construction of rail spurs and a tank car cleaning building. The previous owner also proposed future development of the property that was approved by the City of Woodland, but was not completed. Grading of the property to the approved design was begun, including construction of a stormwater retention pond and two stormwater infiltration swales, which have permitted NPDES outfalls.

The current owner, National Transportation Logistics, proposes to complete the property development within the limits approved under the previous approved proposal. National Transportation Logistics proposes to construct a new office building, asphalt parking areas for tractor/trailers and employee vehicles, an asphalt drive to the existing rail tank car cleaning building, an asphalt-paved transloading area with secondary containment, rail secondary containment in the transloading area, and a stormwater lift station, including piping and ancillary equipment.

National Transportation Logistics purchased the property for lease to an associated firm, Bulk Transportation, Inc., which specializes in transporting liquid and dry chemicals and food products, as well as transloading liquid chemicals and food products from rail cars to trucks. Bulk Transportation proposes to develop a transloading operation adjacent to the existing rail car cleaning facility, which would also be used. The transloaded materials would range from food products to US DOT Class 8 Corrosives.

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.

1825 Howard Way, Woodland, WA 98674

N 45° 55' 15.35" W 122° 45' 57.40"

ENVIRONMENTAL (SEPA) CHECKLIST

PART B – ENVIRONMENTAL ELEMENTS
TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

1. Earth

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

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

None.

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

Organic silt, 1-2 feet deep

Loamy, 2-8 feet deep

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

No.

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

Minimal grading will be required for proposed asphalt-paved areas, including driveways, truck and employee parking, and the transloading area. Subgrade gravel fill will be required in the paved areas and will be sourced from a local supplier.

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

Yes. Nominal erosion may occur during clearing and grading prior to paving. An application for coverage under the Washington Construction Stormwater General Permit (CSWGP) will be prepared and submitted to the Washington Department of Ecology. Accordingly, a construction Stormwater Pollution Prevention Plan will be prepared and implemented in accordance with the CSWGP.

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

Approximately 50%.

ENVIRONMENTAL (SEPA) CHECKLIST

PART B – ENVIRONMENTAL ELEMENTS
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EVALUATION FOR
AGENCY USE ONLY

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

Traffic areas will be covered with asphalt pavement, while other portions of the property will be covered with vegetation to control erosion. A proposed lift station and piping will transfer stormwater in the transloading area to the on-site detention pond, where suspended solids in stormwater will settle out. In addition, the detention pond has an overflow discharge to an on-site biofiltration swale, which provides additional clarification of stormwater prior to discharge through a permitted NPDES outfall. Stormwater falling on the paved parking areas will be directed toward the inlet to a second biofiltration swale, where suspended solids will settle prior to discharge via a second permitted NPDES outfall to the industrial park's private stormwater system.

The stormwater system design was modeled to meet the flow control requirements of the Washington Department of Ecology's *Western Washington Stormwater Management Manual*. The stormwater model assumed that no infiltration would occur and, accordingly, the pond was designed for stormwater detention and flow control and both swales were designed for biofiltration of stormwater runoff.

2. Air

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

A nominal amount of road dust is possible during construction, but none is anticipated after construction. There will be vehicles emissions from trucks and employee traffic.

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

No.

ENVIRONMENTAL (SEPA) CHECKLIST

PART B – ENVIRONMENTAL ELEMENTS
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EVALUATION FOR
AGENCY USE ONLY

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

During construction, dust control practices will be implemented, such as wetting soils and gravel with water.

3. Water

a. Surface:

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

Yes. Burris Creek is the receiving water for NPDES-permitted stormwater discharge under the Washington ISWGP. Burris Creek is located over 1000 feet from the property.

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.

No.

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.

None.

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

No.

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

No.

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

No.

ENVIRONMENTAL (SEPA) CHECKLIST

PART B – ENVIRONMENTAL ELEMENTS
TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

b. Ground:

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

No.

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

None.

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.

Excess stormwater will be discharged off-site under Permit Number WAR-125107 for coverage under the Washington ISWGP, as noted in Part A of this checklist. A summary of stormwater management is provided below.

There are two permitted NPDES outfalls for excess stormwater. A proposed lift station and piping will transfer stormwater in the transloading area to the on-site detention pond, which in turn has an overflow discharge to an on-site biofiltration swale located on the western side of the property. This swale discharges through a permitted NPDES outfall to the drainage ditch easement along the western side of the property. Stormwater falling on the paved parking areas will be directed toward the inlet to a second biofiltration swale located on the eastern side of the property, which then discharges via a second permitted NPDES outfall to the industrial park's private stormwater system. Both the drainage ditch and the storm sewer discharge to Burris Creek, the receiving water.

ENVIRONMENTAL (SEPA) CHECKLIST

PART B – ENVIRONMENTAL ELEMENTS
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EVALUATION FOR
AGENCY USE ONLY

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

No.

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

The stormwater system design was modeled to meet the flow control requirements of the Washington Department of Ecology's *Western Washington Stormwater Management Manual*. The stormwater model assumed that no infiltration would occur and, accordingly, the pond was designed for stormwater detention and flow control and both swales were designed for biofiltration of stormwater runoff.

ENVIRONMENTAL (SEPA) CHECKLIST

PART B – ENVIRONMENTAL ELEMENTS
TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

4. Plants

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

- Deciduous tree: alder, maple, aspen, other: *cottonwood*
- Evergreen tree: fir, cedar, pine, other: _____
- Shrubs
- Grass
- Pasture
- Crop or grain
- 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?

Grass will be removed in those areas where asphalt pavement will be placed.

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

None.

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

Approximately 11% (20,000 sq feet) of the property will be landscaped, including 4 species of trees, 3 different types of shrubs, and two type of groundcover.

5. Animals

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

Birds: hawk, heron, eagle, songbirds, other:

Mammals: deer, bear, elk, beaver, other: _____

Fish: bass, salmon, trout, herring, shellfish, other: ____

ENVIRONMENTAL (SEPA) CHECKLIST

PART B – ENVIRONMENTAL ELEMENTS
TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

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

None.

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

No.

Pacific Flyway

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

None.

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.

Electricity will be used for general power in the office and tank car cleaning building. Electricity and/or natural gas will be used for heating.

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

No.

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

None, however, the new office will be constructed in conformance with local building codes.

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.

Transloading from rail car to truck may involve transfer of a range of products, ranging from nonhazardous food products to DOT Class 8 Corrosives, which includes acids and alkalis. Whether nonhazardous or corrosive, the product transfer will be performed under an established procedure using direct hose connections between the rail car and truck tanker. The transloading area will have

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permanent secondary containment beneath the rail car and the truck tanker to contain a spill or release. Tank car cleaning will be performed inside a building designed for this activity; rinse water will be transferred to a storage tank in the building and disposed of appropriately. Employees are trained to perform spill control and management. An inventory of spill control materials will be maintained at the site.

1. Describe special emergency services that might be required.

If a corrosive spill occurs, emergency fire services may be required to neutralize the released material. As appropriate, Bulk Transportation will submit EPCRA reporting documentation to the Washington State Emergency Response Commission (SERC) and the Cowlitz County Local Emergency Planning Committee (LEPC).

2. Proposed measures to reduce or control environmental health hazards, if any:

Transloading will be performed within a secondary containment, as described above. Tank car cleaning will be performed inside the building.

b. Noise

Minimal, associated with vehicle traffic.

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

During construction: heavy equipment noise.

During site operations: railcar and tractor/trailer movement.

8. Land and Shoreline Use

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

Site: presently vacant, prior development as a railcar cleaning facility.

Adjacent properties: light industrial and farm.

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

Yes, Heritage Development, LLC purchased the 45-acre Holland America Bulb Farm in 1995 for development of the present Woodland Industrial Park.

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c. Describe any structures on the site.

The former owner of the property, Northwest Tank Car Services, built a rail tank car cleaning building, which is presently the only structure on the site.

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

No.

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

I-1.

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

Light Industrial.

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

None.

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

No.

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

20-25.

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

None.

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

Not applicable.

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

Not applicable.

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9. Housing

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

Not applicable.

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

Not applicable.

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

Not applicable.

10. Aesthetics

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

The existing railcar wash building is approximately 23 feet high. A new office building will only be one-story in height.

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

None.

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

Not applicable.

11. Light and Glare

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

None.

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

Not applicable.

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

None.

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

Not applicable.

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12. Recreation

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

None.

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

No.

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

Not applicable.

13. Historic and Cultural Preservation

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

None.

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

None.

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

Not applicable.

14. Transportation

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

Howard Way borders the east side of the property. There will be one-way driveways in and out of the property from Howard Way.

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

No.

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

The new parking area will include up to 33 tractor/trailer parking spaces; 10 employee parking spaces will be provided adjacent to the office building. No parking spaces will be eliminated.

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

No.

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

Rail access is critical to facility operations. The existing rail spur to the site allows rail cars to be moved to the site for transloading operations and washing.

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

Thirty-six vehicular trips on average per day, with peak hours between 05:00 – 08:00 and 15:00 – 18:00.

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

None.

15. Public Services

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

No.

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

Not applicable.

16. Utilities

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

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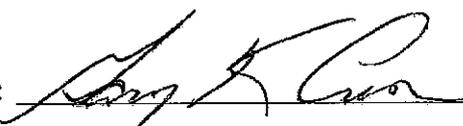
b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The utilities circled above are provided in the Woodland Industrial Park for light industrial and office activities.

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Part C. SIGNATURE

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

Signature:  Date: 2-16-12

Printed Name of Applicant: CARY K CROSS

Date of Submitted: 02/16/2012

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Part D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air? Production, storage, or release of toxic or hazardous substances; or production of noise?

The placement of asphalt pavement at the site will decrease the pervious area available for stormwater infiltration and result in increased discharge of stormwater via the ISWGP-permitted outfalls to the ditch easement and the industrial park stormwater system leading to Burris Creek.

Proposed measures to avoid or reduce such increases are:

The existing retention pond and infiltration swales will facilitate increased infiltration and evaporation of stormwater prior to off-site discharge.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Not applicable.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Not applicable.

3. How would the proposal be likely to deplete energy or natural resources?

Not applicable.

Proposed measures to protect or conserve energy and natural resources are:

Not applicable.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Not applicable.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Not applicable.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

N/A

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Proposed measures to avoid or reduce shoreline and land use impacts are:

Not applicable.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

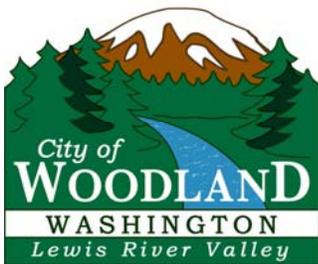
Not likely.

Proposed measures to reduce or respond to such demand(s) are:

Not applicable.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No conflict.



Distribution List for

NOTICE OF APPLICATION (NOA) and LIKELY DETERMINATION OF NON-SIGNIFICANCE (DNS)

Date of Issuance: May 11, 2012

Lead Agency: City of Woodland, WA

Project Title: Bulk Transportation Rail and Truck Transloading and Wash Facility

Land Use Application No.: 212-908/SPR/SEPA

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Cowlitz Indian Tribe Permit Review @ permitreview@cowlitz.org
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David F. Dietzman, DNR SEPA Center, P.O. Box 47015, Olympia, WA 98504-7015
Department of Fish & Wildlife, 2108 Grand Blvd., Vancouver, WA 98661
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Mike Roswell, Washington Utilities and Transportation Commission, P.O. Box 47250, Olympia, WA 98504-7250
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Nelson Holmberg, Port of Woodland, P.O. Box 87, Woodland, WA 98674, nholmberg@portofwoodland.com
Review Team, Growth Management Services, Dept. of Commerce, reviewteam@commerce.wa.gov (P.O. Box 42525, Olympia, WA 98504)
Right-of-Way Department, Cowlitz PUD, 961 12th Avenue, Box No. 3007, Longview, WA 98632
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Washington State D.O.E., Environmental Review Section, P.O. Box 47703, Olympia, WA 98504-7703, sepaunit@ecy.wa.gov