



FEMA

FINDING OF NO SIGNIFICANT IMPACT
Port of Tillamook Bay New Construction Projects
Tillamook, Oregon
FEMA-1733-DR-OR

The Port of Tillamook Bay (POTB) has applied through Oregon Office of Emergency Management to the U.S. Department of Homeland Security's Federal Emergency Management Agency (FEMA) for alternate project funding assistance under the Public Assistance (PA) grant program. The funding assistance is for four new independent construction projects at the POTB industrial and transportation facility located at the former United States Naval Air Station (NAS) Tillamook. Funding for the project stems from damages incurred to the POTB railroad line during severe storms, flooding, landslides, and mudslides that occurred from December 1-17, 2007. The event was declared a Presidential disaster on December 8, 2007 (FEMA-1733-DR-OR).

The purpose of the PA program is to award financial grants to assist state and local governments, federally recognized Tribal governments, and certain private nonprofit entities with the response to and recovery from disasters. The need for the FEMA action is to provide funds to the POTB to reestablish their economic sustainability that was lost from the destruction of the railroad and to leverage and promote future economic growth by increasing the leasing capacity at their 1600-acre industrial and transportation facility in Tillamook

For the project the POTB would complete the following four independent projects at their industrial and transportation facility located two miles south of Tillamook:

1. New Airport Business Park: The new Airport Business Park would build three new structures to be used as leasable space on an approximately 18-acre undeveloped site located on the north end of the Tillamook Municipal Airport. The structures would consist of a commercial hangar connected to an observation tower by a covered breezeway that would be integrated with the remainder of the facility. The third and largest structure would contain administrative offices and a manufacturing area with storage and delivery functions. The combined space of all structures making up the new facility would be 32,300 square feet (SF). A new 30' wide double lane access road would be built to connect the site to Long Prairie Road, and would include the installation of permanent utilities (water, sewage, and electrical). An asphalt parking area would be located on the east side of the main building and a concrete walkway and curb would be located along the western side of the parking area. Concrete walkways would also run along the eastern and southern ends of the main building.
2. New Port Shops Facility: The new Port Shops would include three pre-fabricated metal buildings for the storage and maintenance of POTB equipment on a two-acre undeveloped site. They would include a mechanic's shop with an overhead crane, a maintenance equipment storage facility, and other associated wood shop and metal shop areas. The three structures would be 5,580 square feet (SF), 6,540 SF, and 3,570 SF in size. The proposed structures would be constructed to create two interior courtyards for vehicular and equipment maneuvering. The project also includes construction of office space, an employee parking

area, and security fencing around the site perimeter that would include an alarm system and lighting. Water and sewer utilities would be extended to the site from adjacent connections and two new driveways 25 feet wide would access the site. The existing POTB maintenance shop located in the former NAS Tillamook Men's Mess Hall (Building 7) is planned for demolition.

3. **Water Loop Improvement Project:** The water loop improvement project would make upgrades and extend the current water system to better serve the POTB's current and future industrial properties. The water distribution system for the POTB complex connects to the City of Tillamook water system at a single point where it distributes water through the POTB property. Improvements to the existing water distribution system would include installing approximately 13,100 linear feet (LF) of 12" mainlines made of PVC C-T900 pressure-rated pipe (or equivalent) with ductile iron fittings and valves to increase the hydraulic efficiency and provide better water services, including better flow for fire protection. Construction would consist of improving two sections of the waterline within the core of the POTB complex, along with extending the water service along the northern edge of the property along the south side of Long Prairie Road from the intersection of Blimp Boulevard to U.S. Highway 101. Much of the water line would be constructed in existing utility corridors. Some re-alignment includes crossing areas that are and have been historically disturbed grass fields and open space. Installation would be accomplished by using a combination of open trench digging and directional boring to avoid impacts to wetlands and surface water drainage. The depths would vary between 36 and 60 inches. Disturbed areas following construction and trenching of the waterline would be re-seeded using native seeds and restored to their previous condition. Where the new alignment crosses existing roadways, the asphalt pavement would be saw cut to remove the existing pavement and then replaced with an asphalt patch after construction.
4. **Construction of New Greenhouses:** The POTB proposes to install three pre-fabricated 20' wide x 96' long or 36' wide x 100' long (or a combination thereof) greenhouses southwest of the Hooley Digester facility (former NAS Tillamook Hangar A site) for use as a for-lease facility. The greenhouses would be installed in a rectilinear alignment south of the Hangar A slab near the Hooley Digester in an approximate 250' wide x 330' long area currently used as a community garden. The proposed site would be cleared of dirt, debris, and vegetation (including some trees) to uncover an asphalt tarmac surface expected to occur at a depth of approximately six inches below the current surface. The greenhouses would be installed upon the asphalt base and piping from the Hooley Digester would be extended to the greenhouses to provide additional heat to the structures. If the asphalt base is not found or is only partially existing, a layer of gravel would be put down where there is not paving to create a relatively flat, even surface for the greenhouses. Due to the existing system of dirt roads in the vicinity of the proposed site, no new access roads will be constructed.

Alternatives evaluated include: (1) No Action; (2) New Construction of Four Independent Projects (Proposed Action). The Proposed Action was selected as the preferred alternative because it best met the need for the action, while avoiding and minimizing resource impacts. The No Action would not meet the intended purpose. Alternative locations for the four independent construction projects were considered and dismissed for various reasons, including avoidance of wetlands and floodplains, historic considerations, being cost prohibitive, and reserving prime leasable real estate for future expansion by the POTB.

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality's (CEQ's) implementing regulations (40 CFR Parts 1500 through 1508), and FEMA's implementing regulations (44 CFR §10.9), FEMA prepared a draft environmental assessment (EA) to identify and evaluate potential environmental impacts resulting from the alternatives presented in the EA and to determine whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI). The Draft EA was made available for public comment for 15 days. The reduced public comment period was allowed due to previous public outreach efforts conducted by FEMA and the POTB, along with an extensive scoping invitation sent out by FEMA on October 14, 2011. FEMA received no comments on the Draft EA.

CONDITIONS

The following conditions were developed to avoid, minimize, or mitigate the potential impacts of this project and must be complied with as part of the project scope. Failure to comply with these conditions may jeopardize federal funds.

1. The POTB is required to obtain and comply with all local, state, and federal permits and authorizations prior to implementing the Proposed Action, including but not limited to county permits, DEQ, DSL, and the USACE. Failure to obtain all appropriate permits and authorizations may jeopardize federal funding.
2. The POTB is responsible for selecting, implementing, monitoring, and maintaining appropriate BMPs to control erosion and sediment, reduce spills and pollution, and provide habitat protection. Erosion controls must be in place before any significant alteration of an area takes place. If fill is stored on site, the contractor is required to cover and contain it appropriately. Areas of disturbed soil need to be properly compacted to eliminate settling and erosion issues. Access roads and work areas must use existing access ways whenever possible and minimize soil disturbance. BMPs such as silt fencing and reseeding using native species are required, as needed, to eliminate the potential for runoff and erosion to adjacent areas.
3. No construction material or debris shall be staged or disposed of in a wetland, even temporarily. Excess and unsuitable excavated material shall not be sidecast into or placed upslope of wetlands environments and shall be disposed of at an authorized disposal location.
4. To ensure compliance with the Migratory Bird Treaty Act, for any tree or brush clearing conducted for the greenhouses between March and late August/early September, a bird survey must be conducted by a biologist familiar with migratory birds prior to removal to ensure any nesting birds have fledged. During the survey, any identified active nests shall be flagged and construction shall proceed with caution and work around the nest(s) until the nesting birds have fledged and moved to a new location. If an active nest is destroyed, it is an unlawful take. However, once the nest is empty and the birds have moved, it is permissible to remove or alter the structure the nest is built in or on and destroy the nest. Empty or abandoned nests cannot be taken into possession without a permit.
5. If hazardous materials or contamination is found during site work, the POTB shall handle, transport, and dispose of hazardous materials and/or toxic waste in accordance to the requirements and to the satisfaction of the governing local, state, and federal agencies.

6. In the event historically or archaeologically significant materials or sites (or evidence thereof) are discovered during the implementation of the project or should any cultural material (i.e., prehistoric stone tools or flaking, human remains, historic material caches) be encountered during construction, the project shall be halted in the immediate area where materials are found and all reasonable measures taken to avoid or minimize harm to property until such time as the applicant and FEMA, in consultation with SHPO and OEM, determines appropriate measures have been taken to ensure that the project is in compliance with the National Historic Preservation Act. Under Oregon state law (ORS 358.905-995) it is a class B misdemeanor to impact an archeological site on public or private land, and under state law (ORS 97.740-760) impacts to Native American graves and cultural items are a Class C felony.
7. Any change to the approved scope of work described in this EA will require re-evaluation for compliance with NEPA and other laws and Executive Orders.

FINDINGS

Based upon the PA grant application and Final EA and in accordance with FEMA's regulations in 44 Code of Federal Regulations (CFR) Part 10 for environmental consideration, including Executive Orders (EOs) addressing floodplains (EO 11988), wetlands (EO 11990), and environmental justice (EO 12898), FEMA determined the proposed project will not significantly affect the quality of the natural and human environment. As a result of this FONSI, an EIS will not be prepared (44 CFR Part 10.8) and the project as described in the PA grant application and attached final EA may proceed.

APPROVAL



Mark G. Eberlein
Regional Environmental Officer
FEMA Region 10

2-13-12

Date

2-13-18

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