

## Gary J. Yao

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**From:** Tabitha Reeder <treeder@portofkalama.com>  
**Sent:** Monday, August 27, 2018 11:18 AM  
**To:** John Floyd; asmee@kalama.com  
**Cc:** Gary J. Yao; Darin Sampson; John Olson; Nicole White  
**Subject:** RE: T-Barge  
**Attachments:** T-Barge - Forklift Turning Access R3 (003).pdf

Hello John,

Our responses are below. The Building permit will be provided to you soon.  
Thank you for your work on this project.  
Tabitha

1. The staff report will likely include a condition that prohibits any loading or unloading activity in the travel lanes. Would that be an issue for the port?

This will not be an issue for the Port.

2. How will the parking spaces be demarcated if gravel?

Parking spaces will be demarcated in a paved lot per KMC 17.44.020(B)1. The estimated paved area will not exceed 5,000 sf. Current estimate is approximately 4,000 sf of paving.

3. How will access to the existing gate to RSG Forest products maintained (if at all). I didn't see it included on the last graphic you sent over.

The gate will be closed and no longer used by RSG, therefore no thru traffic will occur.

4. Is the existing forestry equipment on the site proposed for removal, or will it remain operational?

The equipment currently located on the T-Barge upland area will be removed.

5. What is the expected parking demand for employee and ship crew parking, and is the site capable of accommodating them all while still maintaining space for a loading zone and access as noted above? Is the intent to accommodate all parking needs on site?

The traffic study analysis illustrates that loading and unloading operations at the site are functional, even with presence of onsite parking. Approximately 10 to 17 vehicles may park at the site. This is considered a conservative number and is being used to show that there is space for vehicle parking and maneuvering without blocking the travel lane.

6. We need findings for how you are complying with KMC 17.44.020(B)1 regarding parking lot surfacing requirements.

KMC 17.44.020(B)1: Commercial and industrial surfaces must be paved with asphalt or concrete per the public works standards.

Parking spaces will be provided for up to 17 parking spaces and approximately 4,000 sf will be paved sloping away from the river to an existing graveled area that is graded toward Hendrickson Drive to ensure runoff infiltrates and does not enter the river.

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**From:** John Floyd <JFloyd@mcknze.com>

**Sent:** Friday, August 10, 2018 4:11 PM

**To:** Tabitha Reeder <treeder@portofkalama.com>; asmee@kalama.com

**Cc:** Gary J. Yao <GYao@mcknze.com>; Darin Sampson <dsampson@portofkalama.com>; John Olson <JOlson@pndengineers.com>; Nicole White <NWhite@pndengineers.com>

**Subject:** RE: T-Barge

Hi Tabitha,

Thank your patience as we work through these issues. Your staff report is mostly done and we can share a draft once completed and we've finished our internal reviews.

The loading issue has been clarified somewhat. The staff report will likely include a condition that prohibits any loading or unloading activity in the travel lanes. Would that be an issue for the port?

Regarding parking, we still need additional clarification on a few issues. Right now they would be addressed in a condition of approval, but it would be better if we could proceed with clear findings of compliance. As you noted the gravel parking lot is being used as an informal area, but there are remaining questions that would benefit from clarifications in the record.

- How will the parking spaces be demarcated if gravel?
- How will access to the existing gate to RSG Forest products maintained (if at all). I didn't see it included on the last graphic you sent over.
- Is the existing forestry equipment on the site proposed for removal, or will it remain operational?
- What is the expected parking demand for employee and ship crew parking, and is the site capable of accommodating them all while still maintaining space for a loading zone and access as noted above? Is the intent to accommodate all parking needs on site?
- We need findings for how you are complying with KMC 17.44.020(B)1 regarding parking lot surfacing requirements.

Thanks,

John

---

**From:** Tabitha Reeder <[treeder@portofkalama.com](mailto:treeder@portofkalama.com)>

**Sent:** Friday, August 10, 2018 3:11 PM

**To:** [asmee@kalama.com](mailto:asmee@kalama.com); John Floyd <[JFloyd@mcknze.com](mailto:JFloyd@mcknze.com)>

**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; Darin Sampson <[dsampson@portofkalama.com](mailto:dsampson@portofkalama.com)>; John Olson <[JOlson@pndengineers.com](mailto:JOlson@pndengineers.com)>; Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>

**Subject:** RE: T-Barge

Hello Adam and John,

Thank you for helping the port work through these final questions. It sounds like the forklift issue is worked out and clarified.

Do we need to alter the approach for employee parking? As you know, it is already an informal area where cars park.

Here is an update for you on the federal approval. NOAA Fisheries Columbia River branch chief reviewed the draft Biological Opinion and had only minor comments, which are being addressed. So that step is almost done. Then it goes to the Corps for their approval. WDFW is moving forward with the HPA. Sounds like those permits are moving right along.

I'm out of the office next week. Nicole/Darin, can you help chime in if the city has further questions, please?

Thanks all.  
Tabitha

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**From:** John Olson <[JOlson@pndengineers.com](mailto:JOlson@pndengineers.com)>  
**Sent:** Monday, July 30, 2018 11:29 AM  
**To:** [asmee@kalama.com](mailto:asmee@kalama.com); Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>; 'John Floyd' <[JFloyd@mcknze.com](mailto:JFloyd@mcknze.com)>; Tabitha Reeder <[treeder@portofkalama.com](mailto:treeder@portofkalama.com)>  
**Cc:** 'Gary J. Yao' <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; Darin Sampson <[dsampson@portofkalama.com](mailto:dsampson@portofkalama.com)>  
**Subject:** RE: T-Barge

Adam,

Our analysis is conservative, using a semi-truck trailer. All truck traffic will exit the road onto Port property. No equipment will be operating on the road once the truck pulls into the Port property. Loading and unloading will be done from the Port property side, not the road. The truck can pull further onto the upland lot to provide additional operating space for the forklift if needed. The truck can be repositioned to allow unloading from the other side. We chose to show it in the tightest location to illustrate (conservatively) how operation in tight quarters is possible. The approach pier has been purposefully oriented at a skew to optimize forklift access from the upland to the barge.

Please let me know if you have any further questions.

Thank you,  
John

John Olson, P.E. | Senior Engineer  
**P|N|D Engineers, Inc.**  
1736 Fourth Avenue S, Suite A, Seattle, WA 98134  
p. 206.624.1387 f. 206.624.1388 c. 206.450.2626  
[jolson@pndengineers.com](mailto:jolson@pndengineers.com) | [www.pndengineers.com](http://www.pndengineers.com)

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**From:** [asmee@kalama.com](mailto:asmee@kalama.com) <[asmee@kalama.com](mailto:asmee@kalama.com)>  
**Sent:** Monday, July 30, 2018 10:26 AM  
**To:** Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>; 'John Floyd' <[JFloyd@mcknze.com](mailto:JFloyd@mcknze.com)>; 'Tabitha Reeder' <[treeder@portofkalama.com](mailto:treeder@portofkalama.com)>  
**Cc:** 'Gary J. Yao' <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; 'Darin Sampson' <[dsampson@portofkalama.com](mailto:dsampson@portofkalama.com)>; John Olson <[JOlson@pndengineers.com](mailto:JOlson@pndengineers.com)>  
**Subject:** RE: T-Barge

Hello Nicole,

Based on the diagram, the forklift will be able to unload the left side of the 53' trailer without leaving the site but the forklift will block the travel lane when unloading the right side of the trailer.

There does not appear to be sufficient area to turn the forklift if unloading the trailer (enclosed box trailer/walking floor trailer) from the rear.

While the truck could be repositioned halfway through unloading to keep the operation entirely on the site this is unlikely as it is inefficient. I fear based on the diagram the dock workers will drive the forklift into the south bound travel lane of Hendrickson Drive to unload the right side of the trailer. This may cause a traffic conflict and create a potential safety hazard.

## **Adam Smee**

*City Administrator*

*City of Kalama, WA*

[asmee@kalama.com](mailto:asmee@kalama.com)

---

**From:** Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>

**Sent:** Friday, July 27, 2018 10:48 AM

**To:** John Floyd <[JFloyd@mcknze.com](mailto:JFloyd@mcknze.com)>; Tabitha Reeder <[treeder@portofkalama.com](mailto:treeder@portofkalama.com)>

**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; [asmee@kalama.com](mailto:asmee@kalama.com); Darin Sampson <[dsampson@portofkalama.com](mailto:dsampson@portofkalama.com)>; John Olson <[JOlson@pndengineers.com](mailto:JOlson@pndengineers.com)>

**Subject:** RE: T-Barge

Hello John,

Please see the attached figure detailing the operational forklift and truck access traffic plan and typical maneuvering radii in the upland area. We have chosen to use a semi-trailer truck in our analysis as a conservative example, however it is more likely that delivery trucks will consist of box or flatbed trucks. Vehicle access will all be pull-through, with access to Hendrickson Drive being available from either the North or South direction. We have also indicated a parking area for vehicles. Vehicles will not obstruct the roadway when parked or backing up. There will be no gate access on the site and no fences or gates are proposed to be added.

As for grading, there is no change in the estimate of 60-70 cubic yards proposed.

Regards,

Nicole White | Environmental Scientist

**P | N | D** Engineers, Inc.

1736 Fourth Avenue S, Suite A, Seattle, WA 98134

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**From:** John Floyd [<mailto:JFloyd@mcknze.com>]

**Sent:** Thursday, July 26, 2018 8:49 AM

**To:** Tabitha Reeder <[treeder@portofkalama.com](mailto:treeder@portofkalama.com)>; Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>

**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; [asmee@kalama.com](mailto:asmee@kalama.com); Darin Sampson <[dsampson@portofkalama.com](mailto:dsampson@portofkalama.com)>; John Olson <[JOlson@pndengineers.com](mailto:JOlson@pndengineers.com)>

**Subject:** RE: T-Barge

Hi Tabitha,

Sounds good. We're close to finishing the draft of the staff report, and we'll plan to incorporate your response.

Thanks,

jhon

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**From:** Tabitha Reeder <[treeder@portofkalama.com](mailto:treeder@portofkalama.com)>

**Sent:** Thursday, July 26, 2018 8:13 AM

**To:** John Floyd <[JFloyd@mcknze.com](mailto:JFloyd@mcknze.com)>; Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>

**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; [asmee@kalama.com](mailto:asmee@kalama.com); Darin Sampson <[dsampson@portofkalama.com](mailto:dsampson@portofkalama.com)>; John Olson <[JOlson@pndengineers.com](mailto:JOlson@pndengineers.com)>

**Subject:** RE: T-Barge

John,

Our team met to discuss your question and we are drafting a response and creating a graphic for the City regarding the access. Just wanted to let you know that we are working on this and will have a response for the City very soon.

Thanks so much,

Tabitha

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**From:** John Floyd <[JFloyd@mcknze.com](mailto:JFloyd@mcknze.com)>

**Sent:** Monday, July 23, 2018 3:09 PM

**To:** Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>

**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; [asmee@kalama.com](mailto:asmee@kalama.com); Tabitha Reeder <[treeder@portofkalama.com](mailto:treeder@portofkalama.com)>

**Subject:** RE: T-Barge

Hi Nicole,

Sorry for the delayed response. I was hoping to get confirmation of a potential council date last week, but that will have to wait until later this week when Adam is back in the office. We're aiming for August.

PoK is lead agency for SEPA, and they have already issued the DNS (see attached), so no comments on our end for the Environmental Checklist.

We're working on the staff report right now, which has brought up one more question based on your last response. Is PoK okay with a Conditions of Approval to show where truck loading/unloading, forklift parking, and staff parking (not shown in site plan or specified in response to our comments, but specified in JARPA application) is going to occur. Our main concerns include the maintenance of gate access, making sure vehicles do not obstruct the roadway when parked, and making sure vehicles won't be backing up into the roadway. This information is needed to justify how the approval criterion of "The use will cause no unreasonable adverse effects on the environment or other uses within the area" is met for Shoreline CUP.

As for grading, has there been any change in the estimate of 60-70 cubic yards listed in your application?

Thanks,

John

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**From:** Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>

**Sent:** Wednesday, July 18, 2018 1:48 PM

**To:** John Floyd <[JFloyd@mcknze.com](mailto:JFloyd@mcknze.com)>

**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; [asmee@kalama.com](mailto:asmee@kalama.com)

**Subject:** RE: T-Barge

Great. Thank you. Working on the Building Permit now.

Regards,

Nicole White | Environmental Scientist  
**P | N | D Engineers, Inc.**  
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**From:** John Floyd [<mailto:JFloyd@mcknze.com>]  
**Sent:** Wednesday, July 18, 2018 1:47 PM  
**To:** Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>  
**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; [asmee@kalama.com](mailto:asmee@kalama.com)  
**Subject:** RE: T-Barge

Hi Nicole,

Voicemail received. I'll assemble the information and send it over once I'm able to check in with my team.

Thanks,

John

---

**From:** Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>  
**Sent:** Wednesday, July 18, 2018 12:48 PM  
**To:** John Floyd <[JFloyd@mcknze.com](mailto:JFloyd@mcknze.com)>  
**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; [asmee@kalama.com](mailto:asmee@kalama.com)  
**Subject:** RE: T-Barge

Hello John,

I just left you a voicemail. Can you please provide me status updates on your review of the SEPA Checklist and Shoreline Development permit? Additionally, will this project need a Grading and Excavation Permit?

Regards,

Nicole White | Environmental Scientist  
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**From:** Nicole White  
**Sent:** Tuesday, July 17, 2018 10:51 AM  
**To:** John Floyd <[JFloyd@mcknze.com](mailto:JFloyd@mcknze.com)>  
**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; [asmee@kalama.com](mailto:asmee@kalama.com); 'Tabitha Reeder' <[treeder@portofkalama.com](mailto:treeder@portofkalama.com)>; John Olson

<[JOlson@pndengineers.com](mailto:JOlson@pndengineers.com)>

**Subject:** RE: T-Barge

Hello John,

Responses to the Completeness Determination can be found in the attachment. Please let me know if you have any further questions.

Regards,

Nicole White | Environmental Scientist  
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**From:** Tabitha Reeder [<mailto:treeder@portofkalama.com>]  
**Sent:** Wednesday, July 11, 2018 10:21 AM  
**To:** John Floyd <[JFloyd@mcknze.com](mailto:JFloyd@mcknze.com)>; Nicole White <[NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)>  
**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>; [asmee@kalama.com](mailto:asmee@kalama.com)  
**Subject:** RE: T-Barge

Hi John,  
Nicole and I did not receive the letter, so thanks for sending it. Nicole is finishing responses and will send to you. We appreciate the City's work on this project. Please let us know if you have additional questions as you review.

Thank you,  
Tabitha

---

**From:** John Floyd [<mailto:JFloyd@mcknze.com>]  
**Sent:** Monday, July 09, 2018 10:49 AM  
**To:** Tabitha Reeder <[treeder@portofkalama.com](mailto:treeder@portofkalama.com)>; [NWhite@pndengineers.com](mailto:NWhite@pndengineers.com)  
**Cc:** Gary J. Yao <[GYao@mcknze.com](mailto:GYao@mcknze.com)>  
**Subject:** T-Barge

Good Morning,

I'm just checking in on T-Barge and our completeness letter of May 15<sup>th</sup>. Did you receive the letter? I'm concerned this may not have reached you as we have not received any questions or comments regarding the requested materials. Can you confirm either way, and let us know if you will be submitting the requested information?

Regards,

John Floyd  
Land Use Planning



The Hudson Building  
101 E 6th Street #200  
Vancouver, WA 98660

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