TO BE COMPLETED BY APPLICANT

EVALUATION FOR AGENCY USE ONLY

SUBMIT TO:
Port of Vancouver USA
3103 Lower River Road
Vancouver, WA 98660

For office Use Only
DATE RECEIVED: _____

CASE NUMBER: _____

ENVIRONMENTAL CHECKLIST WAC 197-11-960

Property Owner: Port of Vancouver, USA (Print or Type Name) Telephone: (360) 693-3611

Mailing Address: 3103 NW Lower River Road, Vancouver, WA 98660 (No., City, State, ZIP)

Applicant: Port of Vancouver, USA, Lisa Willis (Print or Type Name) Telephone: (360) 693-3611

Mailing Address: 3103 NW Lower River Road, Vancouver, WA 98660 (No., City, State, ZIP)

Relationship to Owner: Same

Tax Assessor Serial Number(s): See below

Legal description: _____ Block(s) _____ Plat name _____
(If a Metes and Bounds description, check here ☐, and attach narrative to this application.)

Site Address (if any):

Purpose of Checklist:
The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:
This environmental checklist asks you to describe some basic information about your proposal. Government agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers to provide additional information reasonably related to determining if there may be significant adverse impact.

Use of Checklist for Nonproject Proposals:
Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." **IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).**

For nonproject actions, the references in the checklist to the words “project,” “applicant,” and “property or site” should be read as “proposal,” “proposer,” and “affected geographic area,” respectively.

Project Location
Port of Vancouver Administration Offices are located at 3103 NW Lower River Road, Vancouver, WA 98606 in Clark County, Washington. Dredging will take place within Columbia River tidelands owned by Department of Natural Resources (DNR) along Port of Vancouver-owned property. Dredged material placement sites for the project are anticipated to occur on Port of Vancouver property as indicated on Figure 1, or may occur on other permitted sites in the future.

Attachments: Figures
Figure 1: Vicinity Map
Figure 2: Berth 10 Dredging Site Plan

A. BACKGROUND

1. Name of proposed project, if applicable:

Port of Vancouver USA Berth Dredging Project (NC0032)
(Supplemental SEPA Checklist to the 2008 Port of Vancouver Phase 1 Berth Deepening Project, NC0032)

2. Date checklist prepared:

December 2012

3. Agency requesting checklist:

Port of Vancouver, USA (Port), the lead agency

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

Dredging will take place on an annual to biannual basis within the in-water work window allowed by state and federal agencies. The specific timing of dredging activities will depend on availability of resources and site conditions.

5. Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, explain.

Routine dredging for maintenance of berth accessibility is a foreseeable necessary activity for ongoing Port operations.

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

The following documents, permits, and approvals were prepared for the Port of Vancouver Phase 1 Berth Deepening Project subsequent to the 2008 SEPA or for the project modifications discussed in this 2012 Supplemental SEPA Checklist:

1.

1. *PSET Memo, Sediment Characterization Review, 5/9/2008, Project Review Group (PRG)*
2. *ESA Letter of Concurrence (NMFS Tracking No.: 2007/07522),* 6/23/2008, National Marine Fisheries Service
3. *SEPA Checklist, 9/8/2008, Port of Vancouver*
4. *Water Quality Monitoring Plan, 9/22/2008, Anchor Environmental LLC*
5. *Mitigated Determination of Nonsignificance, 9/23/2008, Port of Vancouver*
6. *401 Water Quality Certificate, Original Permit, 10/1/2008, Washington State Department of Ecology (Ecology)*
7. *401 Water Quality Certificate, First Amendment, 11/15/2008, Washington State Department of Ecology (Ecology)*
8. *HPA (Control No. 115374-1), 12/8/2008, Washington State Department of Fish and Wildlife*

9. *Shoreline Substantial Development Permit and Conditional Use (PRJ2007-02180/SHL2008-00001), 1/8/2009, City of Vancouver*
10. *Section 10/404, Original Permit, 1/13/2009, U.S. Army Corps of Engineers*
11. *Shoreline Conditional Use Permit, 1/16/2009, Washington State Department of Ecology (Ecology)*
12. *Section 10/404, Permit Modification, 12/2/2009, U.S. Army Corps of Engineers*
13. *401 Water Quality Certificate, Second Amendment, 1/25/2010, Washington State Department of Ecology (Ecology)*
14. *Section 10/404 Permit Modification, 1/26/2010, U.S. Army Corps of Engineers*
15. *Biological Assessment Addendum, 12/13/2010, BergerABAM.*
16. *Section 10/404 Amendment 12/28/10, U.S. Army Corps of Engineers*
17. *ESA Letter of Concurrence (NMFS Tracking No.: 2010/06154), 12/28/2010, National Marine Fisheries Service*
18. *Biological Assessment Update Technical Memo, 4/7/2011, BergerABAM*
19. *PSET Review Memo, 6/08/2011, Project Review Group (PRG)*
20. *Section 10/404, Amendment 8/10/11, U.S. Army Corps of Engineers*
21. *Review Memo, Port of Vancouver Maintenance Dredging/NuStar Sediment Data Review, 3/09/2012, BergerABAM*
22. *PSET Memo, Chlorinated Solvents, 4/26/2012, Project Review Group (PRG)*
23. *401 Water Quality Certificate, Third Amendment, 10/29/2012, Washington State Department of Ecology (Ecology)*
24. *Section 10/404, Amendment 11/1/2012, U.S. Army Corps of Engineers*

Other environmental documents prepared and submitted for associated approvals for the project modifications discussed in this 2012 Supplemental SEPA Checklist include:

- *Biological Assessment Update (submitted to USACE 12/26/2012)*
- *Joint Aquatic Resource Permit Application (JARPA) for required USACE, HPA (to be submitted following SEPA completion), Water Quality Certificate (submitted to USACE 12/21/2012),*
- *Shoreline permit application(submitted to City of Vancouver 12/20/2012)*
- *Sediment Characterization Sampling and Analysis Plan (submitted to USACE and Ecology 12/10/2012)*

7. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

At the time this checklist was prepared, no permits were pending for other proposals at the dredging areas or the proposed dredged material placement sites.

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

It is expected that the following federal, state, and local approvals and authorizations will be necessary for the proposed project modifications and the Port's ongoing dredging activities:

Federal

- *U.S. Army Corps of Engineers (USACE) Section 10 Permit (33 USC 403)*
- *USACE Section 404 Review (33 USC 1344) and PRG Dredge Material Suitability Determination*
- *Endangered Species Act (ESA) Compliance Review (16 USC 1531-1543) conducted by the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS)*

State

- *Hydraulic Project Approval (HPA) (RCW Chapter 77.55 and WAC] 220.110)*
- *Section 401 Water Quality Certification (WAC Chapters 173.201A and 173.225)*
- *Project Review Group (PRG) Dredge Material Suitability Determination*
- *National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit for disposal sites, if necessary*

Local

- *Grading permit (VMC Title 14, Water and Sewers)*
- *Shoreline Substantial Development (SSDP), Shoreline Conditional Use Permit (CUP) and Shoreline Exemption (VMC Chapter 20.760)*
- *Critical areas permit (VMC Chapter 20.740)*
- *Site plan review (VMC Chapter 20.270)*
- *SEPA Review, Port of Vancouver (POV Resolution 5-98)*

9. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The purpose of this supplemental checklist is to evaluate potential environmental effects associated with modifications to the Port's ongoing dredging activities at its marine terminal berths. These ongoing dredging activities will continue as described in the 2008 SEPA Checklist for the Port of Vancouver's "Phase 1 Berth Deepening Project." In addition to the ongoing dredge maintenance activities addressed in the 2008 SEPA Checklist, this Supplemental SEPA Checklist addresses the following:

1. ***Modifying Dredge Depths of Berths 1, 5, 10, 13, and 14.*** *Section A.5 of the 2008 SEPA Checklist stated that a future phase (Phase 2) of the Berth Deepening Project would occur between November 2013 and February 2020 and would involve the deepening of Berths 1 and 5 at Terminal 2 and Berths 10, 13, and 14 at Terminal 4 to an authorized depth of -43+2 CRD from a depth of -40+ 2 CRD. While the 2008 SEPA Checklist did not evaluate the impacts of the deepening of the Phase 2 berths, it addressed the ongoing maintenance necessary to maintain these berths at a depth of -40+2 CRD. This Supplemental SEPA Checklist addresses the expected environmental effects associated with dredging these berths to an authorized depth of -43+2 CRD. The ongoing maintenance of these berths will continue as necessary consistent with the effects addressed in the 2008 SEPA Checklist and a consistent authorized depth of -43+2 will be maintained. The project modifications addressed in this supplemental SEPA Checklist will not change the total annual volume of dredge material generated from the deepening and ongoing maintenance of the Port's marine terminal berths. This annual dredge material volume is expected to remain within the approximately 50,000 cubic yards (CY) described in the 2008 SEPA Checklist.*

2. ***Adjustment to the dredging location at Berth 10.*** *Dredging on the slope adjacent to the north and west sides of and beneath Berth 10 will occur to remove sediment that has accumulated since the berth was constructed that could potentially interfere with the existing floating dock. This area is located between the previously planned dredge limits and the shoreline. This location is shown on Figure 2.*

3. ***Clarification that hydraulic dredging may be used at Berth 10.*** *It is expected that the dredging method at Berth 10 may include hydraulic dredging due to the difficulty of accessing the accumulated sediment beneath the Berth 10 dock and ramp. The area to be hydraulically dredged is located on the slope adjacent to and beneath the floating dock between elevations -15 CRD and -25 CRD. Dredging will not occur at depths above -15 CRD. Section A.9 of the 2008 SEPA Checklist stated that a clamshell bucket would be the preferred dredging technology used for the project. However, the discussion in Section A.9 also stated that construction specifications for the project would be performance based and that the contractor "will select the specific equipment and construction methods that will achieve project objectives in the most efficient and cost-effective manner." Therefore, the 2008 SEPA Checklist identified that other dredging methods could be employed for the project. For clarity, this Supplemental SEPA Checklist updates the 2008 SEPA Checklist to specify that hydraulic dredging may be employed at Berth 10.*

4. ***Verification of upland placement site locations.*** *Section B.1.f of the 2008 SEPA Checklist stated that the dredged material would be placed on permitted upland sites. These sites have included Parcel 1A, Gateway Parcel 3, and Parcel 8. The 2008 SEPA Checklist also stated that upland placement sites, or a contractor-provided disposal site, may be used in lieu of, or in addition to, the Parcel 8 and Gateway 3 sites if permits are in place." The Port anticipates that Terminal 5 West, as shown on Figure 1, will be permitted in the*

future as a potential dredge material placement site. Terminal 5 West is approximately 17 acres in size and is located east and south of Moorage 5 Properties, Inc. It is bounded on the east and south by Hickey Family Company. Other sites may be used in the future, provided the required permits are acquired for fill placement.

5. ***Potential change to the permitted in-water work window.*** *Section B.5.d of the 2008 SEPA Checklist stated that the in-water work window for the project would be between November 1 and February 28. The Port is currently coordinating with local, state, and federal agencies to ensure that the proposed project modifications obtain the necessary permits and authorizations as listed in Section A.9 of this Supplemental SEPA Checklist. In preliminary discussions regarding the permit updates, agency staff members have indicated that the permitted in-water work window could change to be between October 1 and December 31st. Because the Port is still in preliminary discussions with these agencies and a final in-water work window has not been determined, the Port will conduct in-water work within the window that is authorized by the state and federal agencies with regulatory jurisdiction.*

6. ***Extension of work hours to allow nighttime activities.*** *Section B.11 of the 2008 SEPA Checklist stated that the dredging activities would primarily occur within a 10-hour period between 7:00 a.m. and 5:00 p.m. Due to possible schedule limitations that could result from a modified in-water work window period, it is now anticipated that dredging operations could include night shifts when necessary. These changes and appropriate control measures are further discussed in Section B. of this checklist.*

B. ENVIRONMENTAL ELEMENTS

Responses to the questions identified below have been developed to consider, where appropriate, the cumulative effects of the proposed project when considered in combination with potential impacts of other known projects in the site vicinity. Where cumulative impacts are not addressed in this SEPA Checklist, no probable significant adverse impacts are anticipated.

1. Earth

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

The dredge site is previously dredged aquatic land, with a flat bottom at -40 to -43 feet CRD and sloping banks from the dredge areas to the top of the shoreline. The shoreline slopes range from moderate to high, with the majority being moderate (5:1 to 10:1). The adjacent upland area is flat to rolling. Placement sites are generally flat other than slopes associated with stormwater ponds.

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

The steepest slope on the dredge site is 1.5:1.0 (67 percent), occurring mainly in underpier areas armored with riprap beneath Terminal 2. The placement sites are generally flat.

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.

The river bottom substrate consists of sand, gravel, and native rocky alluvial deposits.

Soil types found on the adjacent upland generally consist of Pilchuck fine sand covered by dredged material or other fills.

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

There is no indication or known history of unstable soils in the immediate vicinity. ("Potential Impacts of Proposed 2011 Maintenance Dredging, Port of Vancouver Facilities, Vancouver, Washington" by GRI, November 8, 2010)

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

The 2008 SEPA Checklist stated that the Phase 1 Berth Deepening Project would result in the removal of approximately 50,000 CY of dredge material and that annual maintenance dredging would require up to 50,000 CY of additional dredge material per year. Recent annual dredging quantities at the Port have ranged from zero (no dredging needed) to 25,000 CY per year. Combined with the ongoing maintenance dredging permitted under Phase 1, the additional dredging associated with the project modifications will not exceed the estimated annual 50,000 CY described in the 2008 SEPA Checklist. The estimated quantity of dredge material includes approximately 5,000 CY of material that would be hydraulically dredged from the slope adjacent to and beneath the floating dock, Berth 10.

The proposed dredged material consists primarily of sand and gravel transported and deposited by river channel processes. The total berth dredging area, including Grain Terminal, Berths 1 through 5, Berths 7 through 10, 13, and 14, is approximately 21.3 acres. The berth areas will be evaluated each year for the need for dredging to maintain the proposed depth of -43+2 feet CRD. The berths that are dredged in a given year are identified based upon sediment accumulation thus not all berths are dredged each year.

The dredged material will be transported to one of the authorized offloading sites and then trucked to permitted dredged material placement sites, currently including Parcel 3 and Parcel 8. Terminal 5 West, or other sites, may be permitted for dredged material placement if needed in the future.

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

Dredging of aquatic sediments may result in some localized suspension of sediments into the water column as sediment is removed. Some sloughing may occur on the side slope of each dredge prism during or after dredging. Appropriate BMPs are described in Section B1.h.

Potential upland erosion could occur in association with temporary stockpiling of dredged material and placement. However, appropriate BMPs as described in Section B.3.d will be employed to minimize the potential for erosion at these stockpile and upland sites.

No cumulative impacts to soils or erosion are expected from the proposed project because individual stockpile sites and other concurrent grading projects at the Port will be required to comply with applicable erosion control provisions of VMC 14.24 and an NPDES Construction Stormwater General Permit, if required.

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

The proposed project modifications will not create any new impervious surfaces.

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

Dredging: *Mechanically dredged sediments will be placed on a barge, dewatered, transferred to a berth surface or directly into trucks, and trucked to a permitted upland site. Temporary stockpiling of dredged material may be necessary on one of the Port's terminals to facilitate truck loading operations; in which case, appropriate BMPs would be implemented to avoid or minimize erosion and runoff.*

Hydraulic dredging is anticipated to remove approximately 5,000 CY beneath the floating dock at Berth 10 because the material cannot be accessed by mechanical dredging methods without increasing impacts to the aquatic environment with pile installation to support the ramp of the dock. Hydraulically dredged material will be pumped to a temporary upland containment area near the dredge site for dewatering. The drainage water will be discharged back to the river after turbidity is removed. The containment area will be constructed using concrete blocks

and will be lined with filter fabric or other turbidity reducing BMP. Drainage will be captured and turbidity will be allowed to settle out before the water is released through a weir and discharged to the river. After dewatering, the dredged material will be transported by truck to one of the available placement sites.

Temporary Stockpiles: *Temporary stockpiling of dredged sediment on Port docks may be necessary to transload the material from barge to truck and transport it to a permitted placement site. BMPs will be employed as appropriate to control runoff and erosion. Such BMPs may include: (1) use of spill plates during barge offloading to minimize spillage back to the river, (2) installing silt fences, hay bales, or containment berms around the perimeter of the stockpile, (3) protect Port stormwater inlets in the area, and (4) routine inspection of the stockpile areas to ensure BMPs are functioning properly.*

Placement Sites: *A Temporary Erosion and Sediment Control (TESC) plan will be developed to minimize and manage erosion during stockpiling or grading activities. The TESC plan will be submitted to the City for review and approval as part of the City development review process. The TESC plan will specify BMPs that will be employed during construction to manage potential soil erosion consistent with a stormwater pollution prevention plan (SWPPP) prepared for NPDES Construction Stormwater General Permits when necessary, and WAC Chapter 463-76, and to comply with the erosion prevention and sediment control plan requirements of VMC 14.24.070. These BMPs may include silt fencing, stabilization of exposed soils, construction entrances and wheel wash facilities, protection of existing stormwater inlets, temporary stormwater control ponds and discharge locations, and periodic watering during dry weather (to reduce wind erosion).*

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.

Temporary emissions include exhaust from the dredging equipment and construction support vessels/equipment (i.e., tugs, skiffs, land-based transloading, upland transportation, and grading equipment), and possibly dust when the dewatered sand is placed at dredged material placement sites. Because the sand will still be moist, noticeable dust is unlikely.

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

There are no known off-site sources of emissions or odor that may affect this proposal.

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

If noticeable dust is generated during material placement, the surface of the sediment will be wetted to reduce airborne dust.

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.

The project site is within the Lower Columbia River and within the Vancouver Lake Lowlands. The dredged material placement sites are in the vicinity of Vancouver Lake, the flushing channel, and stormwater ponds and wetlands (near Parcel 8). Wetland areas occur at Terminal 5 West, as well as lined stormwater ponds on Terminal 5 West.

(2) Will the project require any work over, in, or adjacent to (within 200 feet) of the described waters? If yes, please describe and attach available plans.

Dredging will be done within the Columbia River. Dredged material will be placed in approved sites that have been permitted to accept the material. Parcels 3 and 8 do not include wetlands or waters. Wetlands occur on Terminal 5 West. Dredged material placement in wetlands would occur only after obtaining the appropriate permits and approvals.

(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.

Recent annual dredging quantities have ranged from zero (no dredging needed) to 25,000 CY per year. As discussed in the 2008 SEPA Checklist, the Port plans to dredge up to 50,000 CY per year as appropriate to maintain appropriate berth depths. It is expected that the berth deepening that would occur at Berths 1, 5, 10, 13, and 14 as discussed in this Supplemental SEPA Checklist when considered in combination with the ongoing dredge maintenance activities at the Port, will remain within the approximately 50,000 CY total volume of annual dredge material discussed in the 2008 SEPA Checklist.

The dredged material will be placed on one or more of the placement sites described above, including Parcels 3, 8, and Terminal 5 West, located as shown on Figure 1, or at another permitted site. There are no wetlands or waters on Parcels 3 or 8.

In-water dredged material placement is not proposed for this project.

Wetlands (emergent and rated Categories III and IV according to the Washington Department of Ecology wetland rating system) are located at Terminal 5 West. Dredged material will not be placed within wetlands without prior appropriate permitting and approvals.

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

The proposal will not require surface water withdrawals or diversions.

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

The project area is located within the 100-year floodplain of the Columbia River as identified in FEMA's Flood Insurance Rate Map (FIRM) Community Panel Nos. 53011C0363D and 53011C0364D, dated September 5, 2012.. Dredging will occur within the river and offloading, transloading, and beneficial reuse may occur within the floodplain.

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

Dredge material and drainage water generated from dredge material are not considered waste materials.

b. Groundwater:

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

This proposal does not involve withdrawal of or discharge to groundwater.

(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.

No waste material will be discharged into the ground as a result of this project.

c. Water Runoff (including stormwater)

(1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Dredge Locations: *No stormwater impacts will occur at the dredging sites as the sites are in the Columbia River and will not generate runoff.*

Temporary Stockpiles*: Dredged material elutriate water and any incident runoff from the temporary stockpile areas will be filtered through hay bales or a similar type of containment structure and discharged to the river as described below.*

Hydraulic dredging is proposed at Berth 10. Hydraulically dredged material will be pumped to a temporary upland containment area near the dredge site for dewatering. The drainage water will be discharged back to the river after sediments are removed. The containment area will be constructed using concrete blocks and sediments will be separated from the water using either filter fabric or other turbidity reducing BMPs. Drainage will be captured and sediments will be allowed to settle out before the water is released through a weir and discharged to the river.

Upland Placement: *Runoff may be generated by incident rainfall contacting the dredged material after it is placed at one of the Port's placement sites.*

The Gateway Parcel 3 placement site is a Confined Disposal Facility (CDF) fully enclosed by berms; thus, the drainage is all confined internally

and stormwater is designed to infiltrate, evaporate, or transpire and not run off the CDF.

Prior to placement on other sites, all required permits, including NPDES and grading permits compliant with VMC Section 14.24, will be obtained and BMPs in place to properly manage runoff.

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

Waste materials will not enter ground or surface waters.

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

- *Work will be done during the in-water work window approved by state and federal agencies.*
- *Turbidity and other water quality parameters will be monitored to ensure construction activities are in conformance with Washington State Surface Water Quality Standards (173-201A WAC), or other conditions as specified in the Ecology Water Quality Certification (WQC).*
- *Appropriate BMPs will be employed to minimize sediment loss and turbidity generation during dredging and dewatering. BMPs may include, but are not limited to, the following:*
  - *Eliminating multiple bites while the bucket is on the bottom*
  - *No stockpiling of dredged material on the riverbed*
  - *Maintain suction head at the river bed to the extent practicable*
  - *Use of spill plates or other similar BMP during transloading*
  - *Other conditions as specified in the WQC*

  Depending on the results of the water quality monitoring program, enhanced BMPs may also be implemented to further control turbidity. Enhanced BMPs may include, but are not limited to, the following:
  - *Slowing the velocity (i.e., cycle time) of the ascending loaded clamshell bucket through the water column*
  - *Pausing the dredge bucket near the bottom while descending and near the water line while ascending*
- *The barge will be managed such that the dredged sediment load does not exceed the capacity of the barge. The load will be placed in the barge to maintain an even keel and avoid listing. Hay bales or filter fabric will be placed over the barge scuppers to help filter suspended sediment from the return water.*
- *Dredge vessel personnel will be trained in hazardous material handling and spill response, and will be equipped with appropriate response tools, including absorbent oil booms. If a spill occurs, spill cleanup and containment efforts will begin immediately and will take precedence over normal work.*
- *The dredging contractor will inspect fuel hoses, oil or fuel transfer valves, and fittings on a regular basis for drips or leaks in order to prevent spills into the surface water.*
- *Dredged material placement at Parcel 8 will comply with the conditions of the NPDES Construction General Stormwater Permit that has been obtained for the site and any applicable requirements of*

the City's erosion prevention and sediment control plan standards (VMC 14.24.070).

4. Plants

a. Check or circle types of vegetation found on the site: N/A (see below)

☒ **Deciduous tree: alder, maple, aspen, other: oak, cherry, tulip**
☒ **Evergreen tree: fir, cedar, pine, other**
☐ **Shrubs**
☒ **Grass**
☐ **Pasture**
☐ **Crop or grain**
☒ **Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other**
☐ **Water plants: water lily, eelgrass, milfoil, other**
☐ **Other types of vegetation**

Little to no aquatic vegetation exists in the dredging areas according to a site survey performed by Vigil Agrimis in 2004. (Vigil Agrimis, Inc. and Herrera Environmental Consulting. 2004. Port of Vancouver, USA: Natural Resources Inventory Management Plan. October 15, 2004.)

Vegetation on the proposed dredge material placement sites varies. Terminal 5 West is vegetated with grasses, shrubs, and trees. In addition, Terminal 5 West wetlands contain emergent plants and shrubs. Sparse forbs and bare ground characterize Parcel 3 vegetation. Parcel 8 has also recently been filled and is mostly unvegetated, with the exception of the wetland buffer associated with the pond west of the site and erosion control grasses.

b. What kind and amount of vegetation will be removed or altered?

No vegetation will be removed or altered in the dredging area. Dredged material may be placed on grassy areas and emergent and upland cover at some of the placement sites as described in 4.a. Parcel 3 is a managed stockpile location with very little vegetation, and Parcel 8 is an active, permitted construction site. Any impacts to wetland vegetation related to placement of dredged material would be associated with a separate project action, for which the appropriate local, state, and federal permits would first be obtained.

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

BergerABAM scientists conducted a review of the Washington State Department of Natural Resources (DNR) Natural Heritage Program database for the presence of threatened or endangered plan or near the project site. This survey identified the presence of a plant species listed as state sensitive, Western ladies' tresses (Spiranthes porrifolia)*. The species will not be affected by the proposed project.*

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

No landscaping is proposed. There is little to no aquatic vegetation at the project site, and shoreline and upland vegetation will not be affected.

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:*** *sandhill cranes, osprey, waterfowl*

Mammals: **deer,** **bear, elk, beaver, other:** *coyote,* *California* **and** *Steller sea lions, harbor seals*

Fish: bass, **salmon,** **trout,** **herring, shellfish, other:** *smelt,* *sturgeon*

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

Species Name			ESA Listing Status	Critical Habitat
Common Name	Scientific Name	ESU or DPS*		
Chinook Salmon	*(Oncorhynchus tshawytscha)*	Lower Columbia River ESU	Threatened	Designated
		Upper Willamette River ESU	Threatened	Designated
		Upper Columbia River spring-run ESU	Endangered	Designated
		Snake River spring/ summer-run ESU	Threatened	Designated
		Snake River fall-run ESU	Threatened	Designated
Chum Salmon	*(Oncorhynchus keta)*	Columbia River ESU	Threatened	Designated
Coho Salmon	*(Oncorhynchus kisutch)*	Lower Columbia River ESU	Threatened	Not designated
Sockeye Salmon	*(Oncorhynchus nerka)*	Snake River ESU	Endangered	Designated
Steelhead	*(Oncorhynchus mykiss)*	Lower Columbia River DPS	Threatened	Designated
		Upper Willamette River DPS	Threatened	Designated
		Middle Columbia River DPS	Threatened	Designated
		Upper Columbia River DPS	Endangered	Designated
		Snake River Basin DPS	Threatened	Designated
Bull Trout	*(Salvelinus confluentus)*	Columbia River DPS	Threatened	Designated
Pacific Eulachon (Smelt)	*(Thaleichthys pacificus)*	Southern DPS	Threatened	Designated
Steller Sea Lion	*(Eumatopius jubatus)*	Eastern DPS	Threatened	Designated
North American Green Sturgeon	*(Acipenser medirostris)*	Southern DPS	Threatened	Designated

*The USFWS proposes to list the Taylor's checkerspot butterfly (*Euphydryas editha taylori*) and Streaked horned lark (*Eremophila alpestris strigata*), and associated critical habitats under the Endangered Species Act. These species are also state endangered and on the Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species list, but Clark County is not identified as habitat for these species. The project area is not suitable for Taylor's checkerspot butterfly and it is not expected. The Streaked horned lark nests during the summer and winters on some islands in the lower Columbia River. The streaked horned lark is known to occur on islands in the Lower Columbia*

River, and is known to occur at dredge placement sites. The project area does not include habitat for the lark as described in the Federal Register (Proposed Rules, 77 Fed. Reg. No. 197 (Thursday, October 11, 2012)), and critical habitat is not proposed within the action area (USFWS 2012). Sediments may be placed at Parcel 3 during the winter, outside the nesting season. The Port will monitor during the nesting season to determine if the lark is present. If present, the Port will conduct activities to avoid adverse effects to the lark.

*Sandhill cranes (*Grus canadensis*) are listed as endangered by Washington, but are not listed by the federal government. Sandhill cranes are known to occur in the vicinity of the Port, in the Vancouver Lake Lowlands. WDFW has mapped migratory occurrence locations of sandhill cranes on agricultural land west of the site at the Port's Parcels 3, 4, and 5. Fall migration of cranes in the Vancouver Lowlands typically occurs in late September and early to mid-October. Spring migration through the Lowlands generally occurs from mid-March to mid-April. The Lowlands are used as stopover habitat during migration and for foraging by over-wintering birds. Cranes are known to rest and feed on Parcel 3 but more commonly use Parcels 4 and 5. Cranes are sensitive to human disturbance, but they use Parcels 4 and 5 notwithstanding regular agricultural activity.*

*Nesting activity by bald eagles (*Haliaeetus leucocephalus*) has been identified on Parcel 3, but the location of the nest varies by year. The bald eagle is currently a species of concern (federal) and state-listed sensitive. Bald eagles are protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act and are state-listed as sensitive.*

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

The general area of the site is within the Pacific Flyway, a broad migratory corridor that extends from Alaska to Central America and is used by waterfowl, eagles, hawks, falcons, songbirds, sandhill cranes, and shorebirds (WDFW, Management Recommendations for Washington's Priority Species, Volume IV: Birds).

Additionally, the Columbia River functions as a migration route for numerous fish, marine mammals, and other aquatic species.

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

*The portion of the river that would be affected by the project modifications and ongoing dredging maintenance provides primarily migratory habitat for the following species protected under the ESA or the MMPA: adult and juvenile salmonids, Pacific eulachon, and pinniped species such as Steller sea lion (*Eumatopius jubatus*), California sea lion (*Zalophus californianus*), and harbor seal (*Phoca vitulina ssp. richardsi*).*

Dredging, in general, has the potential to affect species and habitat that use the river. Both clamshell and hydraulic methods result in similar potential effects to species and habitat. These potential impacts to habitat can include temporary increases in turbidity due to suspension of sediment particles in the water column, suspension of sediment and contaminants if present, alteration of benthic habitat, noise, and reduction in dissolved oxygen from suspension of anoxic sediment. Impacts to fish can include direct mortality to fish that may be migrating through the project area, gill tissue damage and physiological stress on fish, entrainment, and exposure to contaminants. Temporary disturbance to fish and wildlife may occur from

dredging and dredge material placement that may occur during daytime and nighttime hours, but this work will be short-term and any disturbances from light and/or noise will be temporary and localized. Marine mammals would be expected to avoid the immediate project area and continue migrating through the river and are not expected to be adversely affected by dredging. Furthermore, the BMPs described below, in addition to the limited and temporary nature of dredging, and conducting the work during the in-water work window will minimize effects to fish and habitat to the extent possible.

To minimize the project effects of site construction on these species, a variety of measures may be taken. Minimization measures will be implemented to ensure compliance with Section 7 of the ESA, the Marine Mammal Protection Act (MMPA), and the Rivers and Harbors and Clean Water acts. These measures are outlined below.

Minimization Measures

- *Work will be done during the approved fish protection work window and will be conducted in compliance with the ESA, MSA, and MMPA and any associated permit conditions.*
- *Dredged material aboard the barge will be observed daily for the presence of juvenile salmonids to ensure that they are not being impinged by the clamshell. If impingement is occurring, crane operations can be adjusted (slowed) to increase opportunity for juveniles to avoid the bucket.*
- *Lights will be directed toward work areas and away from adjacent area(s), to the extent possible, to avoid potential hazards to wildlife, in compliance with VMC 20.935.030.D, which restricts off-site lighting and glare impacts, including impacts to critical areas and buffers. See VMC 20.150.040.B (definition of "impact").*
- *Consistent with USFWS National Bald Eagle Management Guidelines dredge placement activities at Parcel 3 will occur outside the 660-foot protective buffer around an active nest during the nesting season, which generally occurs January to August.*

BMPs

- *Checking equipment for leaks and other problems that could result in discharge of petroleum-based products or other material into the Columbia River.*
- *Preventing work barges from grounding out on the river bottom.*
- *Storing demolition and construction materials where wave action or upland runoff cannot cause materials to enter surface waters.*
- *Maintain hydraulic dredge at the river bed to the extent possible and minimize raising the dredge head to the maximum extent practicable during dredging*

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.

Project energy needs consist of fuel for dredging and fill placement equipment.

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

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

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

The completed project is not expected to increase existing energy demands.

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.

It is possible, but unlikely, that fuel or lubricants from the dredging and construction equipment could enter the water if the equipment were damaged. The contractor will prepare a Spill Prevention, Control, and Countermeasures (SPCC) Plan to identify procedures to be implemented to avoid, minimize, and, if necessary, respond to any such releases (see below).

(1) Describe special emergency services that might be required.

There is no anticipated need for special emergency services.

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

To minimize the effects that could result from an unintentional release of fuel, lubricants, or other hazardous materials, the contractor shall prepare a SPCC Plan to be used for the duration of the project. The plan shall be submitted to the project engineer prior to the commencement of any construction activities. A copy of the plan with any updates will be maintained at the work site by the contractor.

- *The SPCC Plan shall identify construction planning elements and recognize potential spill sources at the site. The SPCC Plan shall outline responsive actions in the event of a spill or release and shall identify notification and reporting procedures. The SPCC Plan shall also outline contractor management elements, such as personnel responsibilities, project site security, site inspections, and training.*
- *The SPCC Plan will outline what measures shall be taken by the contractor to prevent the release or spread of hazardous materials, either found on site and encountered during construction but not identified in contract documents, or any hazardous materials that the contractor stores, uses, or generates on the construction site during construction activities. These items include, but are not limited to, gasoline, oils, and chemicals. Hazardous materials are defined in RCW 70.105.010 under "hazardous substance."*
- *The contractor shall maintain, at the job site, the applicable equipment and material designated in the SPCC Plan, as well as personnel trained in its use.*
- *Some TBT- and PAH-impacted sediments are present in Berths 8 and 9. Project activities will comply with Port, local, state, and federal requirements and agency-obtained permits for the work.*

b. Noise

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

Normal Port operations produce an ambient noise level typical of an industrially developed area. This noise will not affect the construction or operation of the project.

(2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Noise from the dredging and associated construction equipment would occur during daylight hours on a short-term basis. Nighttime dredging may also occur. The noise during nighttime dredging is expected to be similar to the noise generated by dredging during daylight hours. Dredging operations will operate at a similar volume to typical Port vessel-loading cranes. Project noise will not exceed levels generated by daily Port operations and will be in compliance with applicable regulations specific to the operating period. The Vancouver Municipal Code Section 7.05.010 g. (i) and (ii)(Public Disturbance) exempts construction noise from public disturbance violations during the hours of 7AM to 8PM, or in commercial areas not within 300 feet of any residential areas.

(3) Proposed measures to reduce or control noise impacts, if any:

No additional measures from those described in the 2008 SEPA Checklist are proposed to reduce or control noise impacts as no change in noise effects are anticipated.

8. Land and Shoreline Use

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

The Port's dredging maintenance operations, including the project modifications, occur at a fully operational public port encompassing three marine terminals:

- *Terminal 2 (Grain elevator, Berths 1, 2, 3, 4, and 5)*
- *Terminal 3 (Berths 7, 8, and 9)*
- *Terminal 4 (Berths 10, 13, and 14)*

Each terminal consists of loading docks equipped to handle different cargo types. From upstream to downstream, the Port docks consist of a grain elevator, general cargo docks (Berths 1, 2, 3, and 4), liquid bulk (Berth 5), dry bulk (Berth 7), break bulk (Berths 8 and 9), auto import dock (Berth 10), and lay berths (Berths 13 and 14), as well as adjacent warehouse and distribution facilities.

Two undeveloped placement sites, Gateway Parcel 3 and Parcel 8 (zoned for heavy and light industrial use) are permitted for dredged material placement. Dredged material placement may be permitted at Terminal 5 West, or at other suitable sites in the future if needed.

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

There is no known history of agricultural use at the dredging site. The site is aquatic environment and has been used as a public port since 1912.

Terminal 5 West is not known to have a history of agricultural use.

The Parcel 8 development, permitted under a separate action, was used for cattle, vegetable, and raspberry farming from approximately 1930 to 1956. The farm site was investigated by Archaeological Investigations Northwest, Inc. (AINW) and a report was prepared for BergerABAM on July 21, 2006.

Parcel 3, on which the Gateway 3 placement site is located, has been used for cattle grazing and crop production in the past and is leased by the port for farm production. (see Figure 1).

c. Describe any structures on the site.

The Port structures consist of marine terminals and docks equipped to handle different cargo types as described in Section 8a. See response to Item 8a. There are no structures on the dredged material placement sites.

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

No structures will be demolished as part of this project.

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

According to the City zoning map and the Clark County Developer's GIS Packet, the site is currently zoned IH, Heavy Industrial. All of the placement sites are zoned heavy and light industrial use.

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

According to the City's comprehensive plan map and the Clark County Developer's GIS packet, the comprehensive plan designation of the site, including placement sites, is IND, Industrial.

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

According to the City's SMMP, areas above the state ordinary high water mark (OHWM) on the site are designated Urban: High Intensity, while areas below the state OHWM are designated Aquatic by the City's SMMP.

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

The entire City of Vancouver, because of its location above the Troutdale Aquifer, is within a critical aquifer recharge area (CARA) as defined in VMC 14.26.115.

Additionally, the Columbia River provides habitat for threatened and endangered species as identified in Section 5 of this checklist. Riparian habitat along the Columbia River is regulated by the City under VMC 20.740.110.

The placement sites are identified by Clark County as having a moderate to high potential for liquefaction during a seismic event.

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

No one will reside in the completed project. The Port employs approximately 106 people, and approximately 2,500 people work for tenant firms on Port property.

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

No one will be displaced by the project.

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

No displacement impacts are anticipated. This project will preserve and potentially enhance existing jobs at the site by allowing larger vessels to call on the Port.

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

The Port is requesting a shoreline substantial development permit, shoreline conditional use permit, shoreline exemption, and critical areas permit for ongoing dredging and placement of dredged material consistent with the project modifications. Compliance with local plan and zoning documents will be ensured through this City review.

Maintenance dredging is necessary for the Port to remain operational and for loading and unloading berths to remain accessible to ships. Port accessibility is critical to maintaining the supply chain for various industries throughout the area. Attainment and maintenance of berth depths equal to the navigation channel of the Columbia River will help the Port to support the anticipated shipping traffic and cargoes in the future.

9. Housing

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

This project includes no residential units.

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

The project will not eliminate any housing units.

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

No measures are proposed, as the proposed project will not displace any housing units.

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?

No new structures are proposed for this project.

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

Views in the immediate vicinity will not be affected.

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

No aesthetic impacts are anticipated.

11. Light and Glare

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

It is anticipated that the majority of the work will occur during a 10-hour work day from 7:00 a.m. to 5:00 p.m.; therefore, lighting requirements will be minimal.

However, the project may require some night work hours due to possible schedule limitations that could result from a modified in-water work window period. Temporary light may be used by dredging equipment and trucks during nighttime work. Lighting for nighttime work will be directed toward work areas to minimize glare.

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

The finished project will not produce light or glare.

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

There are no known sources of light or glare that may affect this proposal.

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

Short-term and temporary lighting will be needed for nighttime dredging (if performed). Lights will be shielded and directed toward work areas and no off-site glare impacts are expected to result from its use.

If needed at the placement sites, lighting will be directed down and away from adjacent natural area(s) to avoid potential hazards to wildlife, in compliance with VMC 20.935.030.D, which restricts off-site lighting and glare impacts, including impacts to critical areas and buffers. See VMC 20.150.040.B (definition of "impact").

12. Recreation

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

The vicinity of the Port includes the following recreational opportunities:

- *Boating, bird watching, hiking, swimming, and other passive recreation opportunities at the Vancouver Lake wildlife area*
- *Bicycling/walking/jogging on State Route 501*
- *Boating, fishing, and other water recreation activities on the Columbia River*
- *Picnic opportunities and beach activities at Frenchman's Bar Park*
- *Hiking and outdoor passive recreation at Vancouver Lake Regional Park*
- *Wildlife observation and hiking at the Shillapoo wildlife area*
- *Water access and outdoor plaza area at Vancouver Landing*

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

Berth dredging activities at the Port will not displace any existing recreational uses.

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

No impacts on recreation are expected. With the exception of Vancouver Landing at Terminal 1, recreational uses do not occur on Port property. Dredging on the Lower Columbia River is a commonplace activity and will not disrupt shoreline viewing or recreational activity. For security and safety reasons, recreational users of the river and surrounding upland area are not permitted close enough to Port facilities to be impacted and can navigate around dredging activities using the navigation channel.

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.

The banks of the Lower Columbia River are known to have been used by Native Americans for temporary fishing camps prior to European settlement. The upland areas are designated as having a moderate to high probability of containing archaeological sites by the City of Vancouver. Since 1970s, several archaeological investigations have been conducted in the project vicinity, with involvement of the Confederated Tribes of the Grand Ronde, Chinook Tribe, Cowlitz Tribe, Confederated Tribes of Siletz, Shoalwater Bay Tribe, and the Yakama Nation. Culturally significant sites have been inventoried on the uplands. The berth dredging areas are waterward of the shoreline in areas that have been previously dredged. Additionally, dredged material will be disposed of at approved fill sites where native soils will not be disturbed. Therefore, the risk of disturbing cultural resources during dredging activities is extremely low.

Cultural resource surveys have been completed for the dredged material placement sites, permitted under separate actions.

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

The adjacent, undeveloped Gateway parcels contain three farms listed on the Historical Register and several sites showing evidence of hunter-gatherer fire pits. None of these sites will be affected by the proposed project.

As documented in the March 2009 Cultural Resources Survey Discipline Report prepared by ICF Jones and Stokes for the WVFA Project Schedules 2 through 4, the BNSF Rail Bridge, also known as the Vancouver-Hayden Island Bridge, is eligible for listing in the National Register of Historic Places (NRHP). Additionally, according to the Washington Information System for Architectural and Archaeological Records Data (WISAARD) website, the bridge is on the state registry of historic properties (www.dahp.wa.gov).

The Great Western Malting (GWM) tap room, located at 1705 NW Harborside Drive, was determined to be eligible for listing in the NRHP, as determined by the Washington State Historic Preservation Officer in his review of the West Vancouver Freight Access (WVFA) project. Historically relevant materials in this tap room have been relocated and preserved as

a result of the Section 106 consultation resolution that occurred with the WVFA project.

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

The proposed project will be conducted in accordance with the RCW 27.53.060 (Archaeological Sites and Resources) and RCW 27.44.020 (Indian Graves and Records) and all applicable Washington State Department of Archaeology and Historic Preservation (DAHP) regulations. In the event any unknown archaeological or historic materials are encountered during project activities, work in the immediate area of the discovery will be halted and the following actions taken: (1) implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering; (2) take reasonable steps to ensure the confidentiality of the discovery site; and (3) take reasonable steps to restrict access to the site of discovery.

Should a discovery occur, a professional archaeologist will be called in to assess the significance of the find, and DAHP and concerned tribes will be notified so that a course of action can be implemented.

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.

Lower River Road connects the Port and the permitted and/or proposed dredged material placement sites at Parcel 3, and Terminal 5 West. Access roads between dredging and dredged material placement sites already exist. Dredged material will be transported from one or more transloading docks to the placement site(s) over existing public streets and private access roads. For the berth dredging activities, one or more transloading sites at Berths 4, 9, and 10 will be used, depending on availability.

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

C-TRAN (the area's public transit provider) Route #25 is the transit route closest to the site. It travels on West Mill Plain Boulevard and Fruit Valley Road, with a stop located on West Mill Plain near the intersection with West Fourth Plain Boulevard.

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

No parking spaces will be added in conjunction with this project.

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).

The proposal will not require any new roads or changes to existing roads.

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

The project will occur in and near the Columbia River, a navigable waterway used for international shipping. Water transportation (i.e., the Lower Columbia River) will be used to transport the dredging barge to a

transloading site at one of the Port docks. The dredged material will be loaded onto trucks for transport to the placement site(s), as described below.

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

Because the total volume of dredge material generated by the proposed modifications, in combination with ongoing berth maintenance dredging, will not exceed the estimated 50,000 CY of annual dredging volume identified in the 2008 SEPA Checklist, no additional truck trips would be generated by the proposed dredging modifications beyond those described in the 2008 SEPA Checklist. The 2008 SEPA Checklist stated that the initial Phase 1 berth deepening would require approximately 4,170 truck trips and that annual maintenance dredging would generate between 417 and 1,670 truck trips.

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

No mitigation measures are proposed to reduce or control transportation impacts, as the ongoing dredge maintenance activities and proposed modifications will not result in an increase in truck traffic addressed in the 2008 SEPA Checklist.

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.

The project will not result in an increased need for public services.

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

No impacts on public services are anticipated; no control measures are proposed.

16. Utilities

a. Underline utilities currently available in the site: <u>electricity, natural gas, water, refuse service, telephone, sanitary sewer</u>, septic system, other.

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

No new utilities will be needed for this project.

C. SIGNATURE

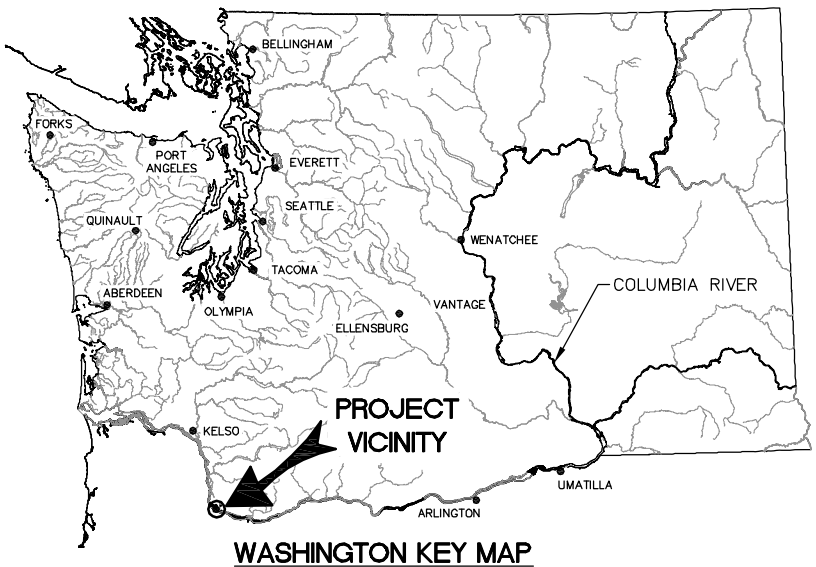
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

TO BE COMPLETED BY APPLICANT	*EVALUATION FOR AGENCY USE ONLY*

Signature: Lisa F. Willis

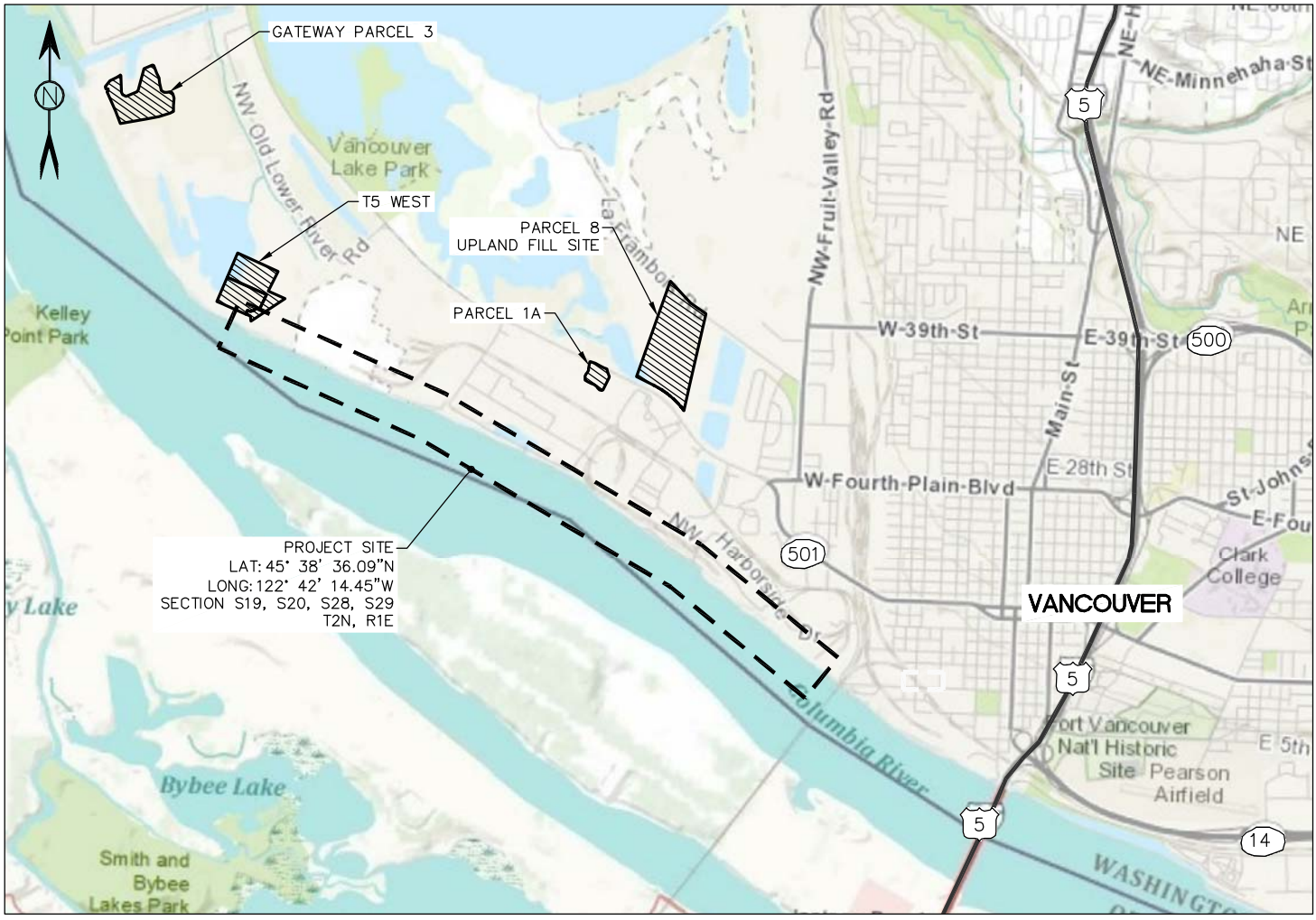
Date Submitted: 1/7/13

S19, S20, S28, S29 T2N R1E



WASHINGTON KEY MAP

SHEET INDEX



LEGEND

PROPOSED UPLAND PLACEMENT SITE

LOCATION MAP

0 2000 4000

SCALE IN FEET

RIVER WATER LEVELS (CRD)

MAXIMUM RIVER STAGE	15.1'
MINIMUM RIVER STAGE	−0.7'

PURPOSE: TO CREATE AND MAINTAIN BERTHING DEPTHS TO ALLOW DEEP DRAFT SHIPS SAFE ACCESS TO THE PORT OF VANCOUVER MARINE FACILITIES

LOCATION: 45° 38' 36.09"N, 122° 42' 14.45"W

DATUM: CRD

PORT OF VANCOUVER BERTH DREDGING PROJECT

FIGURE 1 - VICINITY MAP

APPLICATION BY: PORT OF VANCOUVER

PROPOSED: MAINTENANCE DREDGING

REFERENCE NUMBER: NWS-2007-916

IN: COLUMBIA RIVER, RM 103.5 TO RM 105.5

AT: VANCOUVER

COUNTY: CLARK STATE: WASHINGTON

SHEET 1 OF 2 DATE: 12/18/12

NOTES:

1. BERTH AREA DREDGE WIDTH VARIES AND EXTENDS FROM USACE CHANNEL NORTH BOUNDARY TO EDGE OF DOCK FENDERING.
2. BATHYMETRIC SURVEY SHOWN BY ETRAC DATED OCTOBER 23-24, 2012.
3. HORIZONTAL DATUM: WASHINGTON STATE PLANE SOUTH, NAD83 (US FEET)
4. VERTICAL DATUM: COLUMBIA RIVER DATUM (CRD), FEET.
5. ALL HYDROGRAPHIC SOUNDING DATA POINTS REPORTED AS DEPTHS BELOW CRD 0.0 FEET.
6. 3H:1V DREDGING SLOPES NOT SHOWN. TOP OF DREDGING SLOPES NOT SHOWN AND WILL VARY DEPENDING ON SITE CONDITIONS AT THE TIME OF CONSTRUCTION.
7. DREDGE AREA LIMITS TO BE WITHIN AREAS DEEPER THAN EL +15.0' CRD.

LEGEND

- CHANNEL BOUNDARY
- CHANNEL CENTERLINE
- FENDER PILE
- BERTH BOTTOM AREA

PURPOSE: TO CREATE AND MAINTAIN BERTHING DEPTHS TO ALLOW DEEP DRAFT SHIPS SAFE ACCESS TO THE PORT OF VANCOUVER MARINE FACILITIES

LOCATION: 45° 38' 36.09"N, 122° 42' 14.45"W

DATUM: CRD

PORT OF VANCOUVER BERTH DREDGING PROJECT

FIGURE 2 - BERTH 10 DREDGING SITE PLAN

APPLICATION BY: PORT OF VANCOUVER

PROPOSED: MAINTENANCE DREDGING

REFERENCE NUMBER: NWS-2007-916

IN: COLUMBIA RIVER, RM 103.5 TO RM 105.5

AT: VANCOUVER

COUNTY: CLARK STATE: WASHINGTON

SHEET 2 OF 2 DATE: 12/18/12