Port of Vancouver USA

SUBMIT TO:
Port of Vancouver
3103 NW Lower River Rd.
Vancouver, WA 98660

SEPA 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 (Contact: Monty Edberg) (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): 503030000, 503030005, 152168000

Legal description: Lot(s) See Section A.12. Block(s) _____ Plat name _____
(If a Metes and Bounds description, check here ☐, and attach narrative to this application.)

Site Address (if any): 4299, 3599, and 3675 NW Harborside Drive, Vancouver, WA 98660

Purpose of checklist:
Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

***Instructions for applicants*:**
This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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 or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:
Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]
For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [help]

1. Name of proposed project, if applicable: [help]

   Terminal 4 Bank Stabilization Project

2. Name of applicant: [help]

   Port of Vancouver USA

3. Address and phone number of applicant and contact person: [help]

   Contact Person: Monty Edberg
   Applicant: Port of Vancouver USA
   3103 NW Lower River Road
   Vancouver, WA 98660
   360-693-3611

4. Date checklist prepared: [help]

   May 2021

5. Agency requesting checklist: [help]

   Port of Vancouver USA

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

   The project will likely be constructed in two roughly equal phases, with approximately half of the project being completed in each phase. The first phase is anticipated to commence in summer 2022, and the second phase would be completed in summer 2023.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]

   There are no plans for future additions, expansion, or further activity related to or connected to this proposal. Once reconstructed, the bank (including riprap and planted vegetation) will be maintained consistent with the port's operation and maintenance plans.

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

   The following studies/information have or will be prepared for the project:

   - *Washington State Department of Ecology (Ecology) 401 pre-file notification (submitted to Ecology March 16, 2021)*
   - *Shoreline substantial development and conditional use permit narrative*
   - *Joint aquatic resource permit application (JARPA)*
   - *404(b)(1) alternatives analysis*

- *Biological assessment*
- *Water quality protection and monitoring plan*
- *Archaeological survey (1993)*
- *Notice of intent for construction general stormwater permit coverage*
- *Spill prevention, control, and countermeasure (SPCC) plan*
- *Construction stormwater pollution prevention plan (SWPPP)*

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

   There are no known applications pending for government approval of other proposals directly affecting the property.

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

    The project is anticipated to require the following approvals or reviews.

    - *Shoreline substantial development permit (City of Vancouver)*
    - *Shoreline conditional use permit (City of Vancouver, Ecology)*
    - *Critical areas review (City of Vancouver)*
    - *Grading permit (City of Vancouver)*
    - *National Pollutant Discharge Elimination System (NPDES) construction stormwater general permit (Ecology)*
    - *Section 10/404 permit (U.S. Army Corps of Engineers [USACE])*
    - *Section 401 Water Quality Certification (Ecology)*
    - *Hydraulic project approval (Washington Department of Fish and Wildlife [WDFW])*
    - *Endangered Species Act Section 7 consultation (NOAA Fisheries and U.S. Fish and Wildlife Service [USFWS])*

11. Give a 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.) [help]

    The Port of Vancouver USA (the port) is proposing to construct the Terminal 4 Bank Stabilization Project (project) at their Terminal 4 facility in the City of Vancouver, Washington. The port is proposing to stabilize the shoreline along the Columbia River between Berths 10 and 13 at Terminal 4, a distance of approximately 1,850 linear feet (Sheets 1 and 2). The purpose of the project is to provide an ecologically sensitive, long-term solution to bank stabilization at the site and to maintain and protect an existing gravel roadway and other upland infrastructure.

The shoreline in this location was originally constructed in 1994 under permits that were established to fill and develop the Terminal 4 site. The shoreline, at the time of construction, was composed of unarmored dredged sands. A portion of the bank was subsequently repaired with riprap armoring after the shoreline was damaged by floods in 1996. Since those repairs, the slope has eroded significantly from water and wave action exerted on the sandy material.

A temporary maintenance and repair project was conducted in 2019 to repair bank slopes that were near vertical and failing.

A temporary maintenance and repair project was conducted in 2019 to repair bank slopes that were near vertical and failing. This repair project was conducted under U.S. Army Corps of Engineers (USACE) permit # NWP-2013-288-3, which authorized the placement of 500 linear feet of dredged sand. During the implementation of these permitted repairs, an additional approximately 1,100 linear feet of shoreline vegetation was cleared beyond the 500 linear feet authorized in the permit. This activity was inadvertent and self-reported to the appropriate regulatory agencies by the port. The proposed project is designed to repair and enhance the inadvertent work conducted in 2019.

The proposed design consists of a combination of structural and nonstructural methods to improve bank stability at the site while setting the riparian area and nearshore environment on a trajectory for improved ecological function through the installation of native plants. The portion of the bank stabilization activity that would occur above the biological ordinary high water mark[1] (OHWM) consists of a structural revetment composed of riprap. The portion of the bank stabilization activity that would occur below the biological OHWM consists of a bioengineered/biotechnical nonstructural approach consisting of vegetated riprap and supplemental beach plantings.

Once completed, the footprint/prism and 2:1 slope profile of the proposed stabilized riverbank will be consistent with the original (1994) permitted footprint/prism and 2:1 slope profile.

The project will be implemented in three zones that will receive slightly differing treatments based on their current condition (Sheets 3a to 3c illustrate the preliminary design). Within Zone 1, there is no existing riprap present, and the entire bank will be treated with new vegetated riprap. Within Zone 2, there is some existing riprap, and this stone will be supplemented with new vegetated riprap. Zone 3 is already protected and appears stable. No new riprap will be installed in Zone 3. Additional native plantings will be installed in the upper beach below the bank, and these are described under Section 4 (Plants).

Within Zones 1 and 2, the project will require excavation along the shoreline and existing bank to establish the bank slope and subgrade for the bank treatment. Once the subgrade is established, an approximately 8-inch-thick gravel filter layer will be installed, and a second gravel filter layer approximately 10 inches thick above this layer. On top of the two gravel

[1] The OHWM is defined by RCW 90.58.030(2)(c) as follows: "'Ordinary high water mark' on all lakes, streams, and tidal water is that mark that will be found by examining the bed and banks and ascertaining where the presence and action of waters are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation."

filter layers, riprap will be placed on the surface to a thickness of approximately 2.8 feet through the willow planting zone. The riprap thickness will thin to approximately 2.3 feet from above the willow planting zone to the top of the bank. The toe of the riprap section will extend below the anticipated scour depth along the bank. Once the riprap bank has been installed, excavated sand will be placed back over the toe of the armored bank to match the original beach contours. Details on excavation, grading, and filling are provided under Section 1 (Earth).

The existing gravel road at the top of the bank will be regraded away from the bank so that stormwater runoff can be collected and conveyed to existing stormwater treatment facilities at Terminal 4. This roadway may be paved in the future.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

The site of the proposed project encompasses portions of three separate parcels, all owned by the port. The primary parcel number associated with the project is 503030000; however, a portion of the project lies in parcel 503030005 along the northern boundary of the project area, and in parcel 152168000 in the eastern extent of the project area. Three site addresses are affiliated with the project area: Parcel 503030000 has a site address of 4299 NW Harborside Drive, Vancouver, WA 98660; parcel 503030005 has a site address of 3599 NW Harborside Drive, Vancouver, WA 98660; and parcel 152168000 has a site address of 3675 NW Harborside Drive, Vancouver, WA 98660.

The project will occur within portions of the southwest and northwest 1/4 of Section 20 Township 2 North, Range 1 East. The site is within a controlled access area of the port. The abbreviated legal description listed on the Clark County Property Information Center is No. 1 and No. 6 TT 35 Tidelands 17.49A.

B. ENVIRONMENTAL ELEMENTS [help]

1. Earth [help]

a. General description of the site: [help]

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

The project area consists of approximately 4.5 acres along the shoreline of the Columbia River. Approximately 1.39 acres of the project area are located below the OHWM. The shoreline in this location was originally constructed in 1994, using dredged sand material that was used to fill the Terminal 4 site. There is an existing gravel roadway located at the top of the existing bank. A portion of the existing shoreline is stabilized with riprap. There is a shallowly sloping beach waterward of the existing bank.

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

According to LiDAR-based terrain data from the Clark County GIS database "MapsOnline," there are slopes of 15 to 25 percent associated with the shoreline bank. The steepest portions of the existing riverbank are approximately 1h:1v (100 percent slope). The project will reestablish the riverbank at a 2h:1v (50 percent) slope.

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

The U.S. Department of Agriculture (USDA) Natural Resource Conservation Service's web soil survey and MapsOnline were reviewed to identify soil types. The project area is mapped as Pilchuck fine sand, with the following characteristics.

Pilchuck fine sand, 0 to 8 percent slopes (PhB)

- *Typical profile: 0 to 60 inches: fine sand*
- *Hydrologic Soil Group: A*
- *Hydrologic Soil Rating: No*
- *Drainage Class: Well drained*
- *Western Washington Hydrology Model (WWHM) Soil Group: 2*
- *WWHM Soil Group Description: Well-drained soils*
- *Frequency of Flooding: Occasional, None*
- *Farmland Classification: Prime farmland if drained*

Subsurface conditions within the proposed project area consist of relatively clean, fine- to coarse-grained sand. Varying percentages of silt, gravel, and cobbles are also present. Riprap at the site, where it occurs, consists of hard, durable stone.

According to the 2015-2035 Clark County Comprehensive Growth Management Plan, there are no designated agricultural lands of long-term commercial significance within the City of Vancouver's Urban Growth Area (UGA). As the property is located within the UGA and City limits, there are no agricultural lands of long-term commercial significance on or near the property.

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

According to Ecology's State Environmental Policy Act (SEPA) guidance, "unstable soils" refers to areas subject to mass wasting (rapid erosion) or landslides. In areas where the bank is not sufficiently armored against water and wave action exerted on the sandy material, the slope has eroded significantly. The shoreline within 100 feet of OHWM at the site is also considered a bank erosion hazard area under VMC 20.740.130. The project will stabilize the bank and reduce erosion at the site.

In addition, there are areas mapped as other types of geologic hazards, including liquefaction and seismic hazards. These are described under Section 8.h. (Critical

Areas).

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

Bank reconstruction activities will involve excavation of the existing bank to create space for the placement of a gravel liner prior to the placement of riprap and vegetation. Excavation will also occur along the toe of the existing bank, to bury the rock base that will support the stabilized riverbank. Once the bank is reconstructed, excavated sand will then be placed back over the toe of the stabilized bank to match the original upper beach contours.

No in-water work is proposed. A portion of the proposed excavation and fill activities will be conducted below the OHWM of the Columbia River, but this activity will be conducted under dry summer conditions, when water levels are low. Typical summer water levels at the project site are approximately 8 to 10 vertical feet lower in elevation than the OHWM elevation.

Within Zones 1 and 2, the project will require excavation along the shoreline and existing bank to reestablish the 2h:1v bank slope and subgrade for the bank treatment. Once the subgrade is established, an approximately 8-inch-thick gravel filter layer will be installed, and a second gravel filter layer approximately 10 inches thick above this layer. On top of the two gravel filter layers, riprap will be placed on the surface to a thickness of approximately 2.8 feet through the willow planting zone. The riprap thickness will thin to approximately 2.3 feet from above the willow planting zone to the top of the bank. The toe of the riprap section will extend below the anticipated scour depth along the bank. Once the riprap bank has been installed, excavated sand will be replaced back over the toe of the armored bank to match the original beach contours.

Excavation will occur using a tracked excavator operating from the beach when water levels are low, or from the top of bank. Similarly, riprap rock will be brought in by truck and placed using a tracked excavator from the beach when water levels are low or from the top of bank.

The project will require excavation of up to approximately 10,000 cubic yards of existing material within an area approximately 1.5 acres in size. Some of the excavated sand will be stockpiled and replaced once bank reconstruction is complete. Excavated material that is not reused on site will be disposed of in an off-site, upland location permitted to accept said material.

The project will place up to approximately 10,000 cubic yards of material within the same approximately 1.5-acre project footprint. Some of this fill material will be the beach sand that was excavated and stockpiled, and which will be replaced to reestablish the upper beach profile. Some existing riprap may also be stockpiled and replaced. Imported fill material (riprap and gravel subgrade materials) for the project will consist of clean material, sourced from permitted off-site locations.

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

Construction activities could temporarily increase erosion potential at the project site, due to exposure and disturbance of soils by construction equipment. The potential for erosion will be minimized through the implementation of construction best management practices (BMPs) described in subsection (h) below.

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

The only impervious surface in the project area is the existing gravel roadway, which accounts for approximately 1.52 acres of existing impervious surface (approximately 32 percent of the total project area). The project will maintain the existing gravel roadway prism, or may pave the roadway within the existing roadway prism, and will create no new impervious surface.

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

Construction of the project will require grading permit approval by the City of Vancouver, as well as an NPDES Construction Stormwater General Permit from Ecology. A construction stormwater pollution prevention plan will be prepared for the permit applications and will identify the specific measures and BMPs to be implemented.

Once complete, the project will provide long-term, ecologically appropriate erosion control at the site, as a result of the proposed installation of vegetated riprap and supplemental planting of native trees and shrubs.

In accordance with the Soil Fill Acceptance Guidelines established by the Port, fill material must be prescreened and tested for contaminants before placing on-site and must be managed per the guidelines to ensure protection from potential contamination.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

Construction activities would result in the types of short-term emissions generally associated with construction vehicles and equipment, dust, etc. These emissions would cease upon completion of the project activities. The completed project would not create any emissions.

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

The proposed bank stabilization would not be affected by off-site emissions or odor.

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

Equipment used during project activities will be fitted with required emissions control measures.

In addition, the proposed landscaping (see Section 4, Plants) will provide an air quality benefit as the trees will sequester carbon as they grow. The carbon sequestration will offset some of the construction and operation emissions (the amount has not been quantified).

3. **Water** [help]

a. Surface Water:

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. [help]

Portions of the project site are located within the 100-year floodplain of the Columbia River (addressed under question 5, below) and below the OHWM of the Columbia River.

The Columbia River is a Type S surface water and a shoreline of the state. There are no mapped wetlands or other surface waters within the upland portions of the project area and no wetlands were identified during field work.

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

Work will occur both above and below the OHWM of the Columbia River at the project site. This work will include excavation, installation of subgrade materials and riprap, and installation of native vegetation. All work will be completed in the dry (i.e. no work will be conducted within the water), during low water conditions in the summer.

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. [help]

The project will not result in any permanent impact to or loss of aquatic habitat. The project will conduct excavation and fill to restore the bank at the site to its originally permitted (1994) footprint/prism and 2:1 slope profile.

The project will require excavation of up to approximately 3,500 cubic yards of material from an area of approximately 24,700 square feet (0.57 acre) below the OHWM. Removed material that is not re-used will be disposed of in an off-site, upland location permitted to accept said material.

The project will place up to approximately 4,500 cubic yards of material within the same approximately 24,700 square feet (0.57 acre) below the OHWM at the site.

The project as a whole will result in a net change of up to approximately 1,000 cubic yards of material below the OHWM.

Some of the fill material will be existing clean beach sand that was excavated and stockpiled, and which will be replaced to reestablish the upper beach profile. Some existing riprap may also be stockpiled and replaced. Imported fill material (riprap and gravel subgrade materials) for the project will consist of clean material, sourced from permitted off-site locations.

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

No surface water withdrawals or diversions would occur.

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

A portion of the project work would be conducted within the 100-year floodplain of the Columbia River. The Federal Emergency Management Agency (FEMA) identifies a base flood elevation at the site of approximately 26.43 feet NGVD29 (FEMA Map Nos. 53011C0363D and 530110364D). This elevation is located approximately 1.5 feet below the top of the existing bank at the site. The project will not result in any effect to floodplain storage. The project will also be designed to withstand the range of anticipated water levels and flood flows, including those that have the potential to occur due to future water level rise.

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

The project does not propose any discharge of waste materials to surface waters. The project would incorporate appropriate erosion control measures to prevent any inadvertent discharge of waste materials.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

No water will be withdrawn from a well and the project would not discharge water 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. [help]

No discharges of waste materials into the ground from septic tanks or other sources would occur.

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. [help]

Existing sources of runoff in the project area are limited to surface stormwater runoff from the existing gravel road. Stormwater runoff from the road currently receives no formal water quality or flow control treatment, and stormwater flows untreated into the Columbia River. The project will maintain the existing hard surfacing areas as gravel and will create no additional surface runoff. While formal water quality treatment is not required for the project, the road surface will be regraded away from the bank, such that runoff from the road will be directed into existing stormwater treatment facilities. Some of this runoff will likely be infiltrated in existing Terminal 4 stormwater swales, and any water that is not infiltrated will be conveyed to an existing stormwater pond at Terminal 4. The existing Terminal 4 pond has adequate reserve capacity to accept this runoff.

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

Waste materials would not enter ground or surface waters as project activities will comply with regulations regarding the handling and disposal of waste materials. All materials generated during construction activities (e.g. fuels or lubricants) will be disposed of properly. Once constructed, the bank stabilization would not generate any waste materials.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [help]

The drainage pattern of the existing gravel road that is located at the top of the bank will be modified, as the roadway surface will be regraded to direct runoff into existing stormwater treatment facilities. Some of this runoff will likely be infiltrated in the existing Terminal 4 stormwater swales, and any water that is not infiltrated will be conveyed to an existing stormwater pond at Terminal 4. It is anticipated that some surface water runoff from the stabilized shoreline will also be captured and infiltrated by the proposed native plantings, as opposed to running directly into the river.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [help]

The project triggers Minimum Requirements Nos. 1 through 5 of the City of Vancouver's "General Requirements and Details for the Design and Construction of Surface Water Systems" and Ecology's 2019 "Stormwater Management Manual for Western Washington." The road will be regraded away from the bank, such that runoff that does not infiltrate will be collected and conveyed to the existing Terminal 4 pond.

Secondary containment and a spill-kit will be kept on-site for any fuels and/or lubricants needed for construction activities.

The project will include BMPs as appropriate to comply with local, state, and federal regulations. This includes compliance with VMC Chapter 14.09 (Stormwater Management).

In addition, the proposed restoration plantings (see Section 4, Plants) will provide a slight beneficial effect to surface water quality, by reducing erosion and increasing nutrient uptake.

4. **Plants** [help]

a. Check the types of vegetation found on the site: [help]

_X__deciduous tree: alder, maple, aspen, other
____evergreen tree: fir, cedar, pine, other
_X__shrubs
_X__grass
____pasture
____crop or grain
____Orchards, vineyards or other permanent crops.
____wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
_X __other types of vegetation (Himalayan blackberry)

Existing vegetation along the existing bank primarily consists of low-growing black cottonwood (Populus balsamifera), with some Columbia River willow (Salix fluviatilis) and Himalayan blackberry (Rubus armeniacus). Most of the existing vegetation is natural colonizing willow and cottonwood saplings that quickly began to reestablish in the upper beach area after vegetation clearing and bank stabilization activities conducted in 2019. Areas of sand placed in 2019 remains largely unvegetated except for seeded grasses and weedy herbaceous species. The area above the top of bank is unvegetated, due to the presence of the gravel access road.

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

Project activities will disturb cottonwood and willow seedlings and saplings, as well as grasses and weedy emergent species, that have become established within the project footprint. Existing invasive Himalayan blackberry that is present on the shoreline will also be removed.

Some or all of the newly emerging cottonwood and willow seedlings and saplings that are establishing on the upper beach may need to be removed within the project limits, to allow machinery to access the site. This vegetation removal and disturbance will be limited to only the existing vegetation necessary to gain access for the work required by this project to be performed, and existing native vegetation will be avoided to the extent practicable. No trees greater than 6 inches in diameter would be removed.

The project includes restoration plantings to restore native vegetation to the beach and

shoreline, and any native vegetation that is able to be preserved or avoided within the work area will provide additional function.

c. List threatened and endangered species known to be on or near the site. [help]

No threatened or endangered plant species are known to occur on or near the project site. The WDFW website Priority Habitats and Species does not identify any sensitive plant species on or near the project site.

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

The project includes installation of native vegetation in both the constructed bank section (as vegetated riprap) and as additional plantings in the upper beach as habitat restoration.

Two tiers of live willow cuttings will be installed into the lower 6 feet of the riprap section to provide a vegetated component to the bank as vegetated riprap. A total of approximately 460 willow cuttings will be installed in this manner in two tiers at approximately 6-foot on center spacing throughout Zones 1 and 2. Fine material and streambed sediment will be added within the stone voids in the vegetated zone to aid in plant establishment.

Restoration plantings will include live willow stakes and containerized black cottonwood trees installed in the upper portion of the beach. Columbia River willow cuttings will be installed at approximately 6-foot on center spacing along the upper beach below the bank and into the lower 6 feet of the bank itself (as measured along the slope). The beach cuttings will be installed from the toe of the slope, down to an elevation of approximately 11 feet NGVD29 in three areas along the beach, an upstream zone near Berth 10, a central zone near the center of the site, and a downstream zone near Berth 13. A total of approximately 870 willow cuttings will be installed in this manner.

Containerized 1-gallon black cottonwoods will also be installed on the upper beach below the toe of the bank in the central revegetation zone. A total of 55 trees will be installed in this manner. These supplemental plantings will further enhance riparian and nearshore aquatic habitat function at the site.

e. List all noxious weeds and invasive species known to be on or near the site. [help]

Himalayan blackberry has been identified at the project site and is found in many vegetated areas around the port. Ecology's Water Quality Atlas does not identify any invasive aquatic plant species in the adjacent section of the Columbia River.

5. **Animals** [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [help]

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

Birds: Bird species known to occur in the general area include those common to urban environments, such as pigeons and songbirds (robins, swallows, starlings, sparrows). The project site is within the Pacific Flyway, which is an important migratory corridor for a variety of migratory birds.

Mammals: Mammal species known to occur in the general area include those common to urban environments, such as small rodents, raccoons, and deer.

Fish: The Columbia River is known to support numerous species of fish, including salmon, trout, sturgeon, eulachon, and lamprey.

b. List any threatened and endangered species known to be on or near the site. [help]

The following Endangered Species Act (ESA)-listed species are known to, or could potentially occur, on or near the project site:

- *Chinook salmon (*Oncorhynchus tshawytscha*)*
  - *Lower Columbia River Evolutionarily Significant Unit (ESU)*
  - *Upper Columbia River spring-run ESU*
  - *Snake River fall-run ESU*
  - *Snake River spring/summer-run ESU*
  - *Upper Willamette River ESU*
- *Chum salmon (*Oncorhynchus keta*)*
  - *Columbia River ESU*
- *Coho salmon (*Oncorhynchus kisutch*)*
  - *Lower Columbia River ESU*
- *Steelhead (*Oncorhynchus mykiss*)*
  - *Lower Columbia River Distinct Population Segment (DPS)*
  - *Upper Columbia River DPS*
  - *Snake River Basin DPS*
  - *Middle Columbia River DPS*
  - *Upper Willamette River DPS*
- *Sockeye salmon (*Oncorhynchus nerka*)*
  - *Snake River ESU*
- *Bull trout (*Salvelinus confluentus*)*
  - *Columbia River DPS*
- *Pacific eulachon (*Thaleichthys pacificus*)*
  - *Southern DPS*
- *North American green sturgeon (*Acipenser medirostris*)*
  - *Southern DPS*

- *Streaked horned lark (*Eremophila alpestris strigata*)*

The Columbia River is documented habitat and known to support the above-mentioned species of federally listed salmon, steelhead, bull trout, green sturgeon, and Pacific eulachon. The Columbia River is also designated critical habitat for all of the above-mentioned DPS/ESUs of salmon, steelhead, bull trout, green sturgeon, and Pacific eulachon.

Streaked horned larks that use habitats on the Columbia River are known to use sandy islands and dredge placement sites in and adjacent to the river for nesting, foraging, and in some cases wintering. Streaked horned larks are also known to forage in adjacent habitats. Streaked horned larks prefer expansive areas of flat, open ground, particularly sites with minimal vegetation for nesting. They also tend to prefer sites with unobstructed views of the river. Streaked horned larks have been previously documented at the port's Parcel 3 dredge placement site, approximately two miles downstream of the project site. However, they have not been observed since 2016, and the port maintains the Parcel 3 site as non-suitable for streaked horned lark nesting.

The project site does not provide suitable nesting habitat for streaked horned lark. Streaked horned lark may potentially use habitats at the project site for foraging, and they may occur within the vicinity. However, the project is not likely to adversely affect streaked horned lark. There is no designated critical habitat for streaked horned lark within the vicinity of the project site. The nearest designated critical habitat is downstream of the project site, near Kalama, Washington.

*Other ESA-listed species that have known occurrences in the region, but are not likely to occur on or near the project site, include the Columbian white-tailed deer (*Odocoileus leuceurus*) Northern spotted owl (*Strix occidentalis caurina*), Taylor's checkerspot butterfly (*Euphydryas editha taylori*), Oregon spotted frog (*Rana pretiosa*), and yellow billed cuckoo (*Coccyzus americanus*). These species are unlikely to occur due to the lack of suitable habitat.*

Other Species of Interest

In addition to the listed species above, the following species are notable and may occur within the vicinity of the project site.

- *Steller sea lion (*Eumatopius jubatus*) (Eastern DPS)*
- *California sea lion (*Zalophus californianus*)*
- *Harbor seal (*Phoca vitulina*)*
- *Sandhill crane (*Grus canadensis*)*
- *Bald eagle (*Haliaeetus leucocephalus*)*
- *Osprey (*Pandion haliaetus*)*

The Eastern DPS of Steller sea lion was delisted from the Endangered Species list on November 4, 2013. Prior to delisting, it was a federally threatened species under the ESA. Steller sea lions are still listed as threatened by Washington State. They (and all marine mammals) are also protected under the federal Marine Mammal Protection Act (MMPA). The MMPA prohibits, with certain exceptions, the "take" of marine mammals in U.S. waters without a permit authorizing such take. Other Columbia River marine mammals that fall under the protection of the MMPA that could occur within the vicinity

*of the port include California sea lion (*Zalophus californianus*) and harbor seal (*Phoca vitulina*).*

Sandhill cranes are listed as endangered by Washington State but are not federally listed under the ESA. Sandhill cranes are known to use open habitats to the north of the project site, including port Parcel 3, and on an approximately 527-acre property known as Cranes' Landing (formerly known as port Parcels 4 and 5). The project site does not provide habitat for sandhill cranes.

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. The USFWS National Bald Eagle Management Guidelines recommend that potentially disturbing activities occur outside a 660-foot protective buffer around an active nest during the nesting season, which generally occurs January to August. Nesting activities by bald eagles have been identified downstream of the project site on Parcel 3, but the location of the nests vary by year. No bald eagle nests occur on or within 660 feet of the project site.

Osprey are neither state nor federally listed but are considered a state monitor species by WDFW. Osprey frequently nest in riparian areas adjacent to the Columbia River and routinely forage in the vicinity of the project site. There are no known osprey nests within the project area or vicinity.

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

The project 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.

The Columbia River is a known migration route for the species of salmon, steelhead, and bull trout listed above.

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

The proposed project design employs a bioengineered/biotechnical vegetated riprap approach for the portion of the riverbank that is below OHWM, to provide habitat structure for aquatic and riparian habitat function. The project also includes supplemental restoration plantings of willows and black cottonwoods, to further enhance riparian and nearshore aquatic habitat function at the site. The project, as such, will achieve no net loss of ecological function relative to both the current condition, and the pre-2019 habitat condition at the site.

e. List any invasive animal species known to be on or near the site. [help]

No invasive animal species have been documented on the project site. Ecology's Water Quality Atlas does not identify any invasive aquatic animal species in the adjacent section of the Columbia River.

*European starlings (*Sturnus vulgaris*) and pigeons (*Columba livia domestica*) are known to exist in the general area and are identified as invasive species by the USDA.*

6. **Energy and Natural Resources** [help]

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. [help]

Project activities will involve construction equipment powered by fossil fuels, such as diesel or gasoline. The completed project will not require energy inputs.

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

The project would not affect the use of solar energy, and there are no adjacent activities or uses that currently use or are likely to use solar energy.

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: [help]

Appropriate emission control devices on construction equipment and reducing unnecessary idling of equipment will reduce energy impacts from the project activities.

7. **Environmental Health** [help]

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. [help]

Identified sources of possible contamination are discussed further below.

1) Describe any known or possible contamination at the site from present or past uses. [help]

There are no known sources of contamination at the site from previous uses. A review of Ecology's Cleanup Database does not indicate the presence of any cleanup sites on the subject parcels. The site to the north of the project site is currently operated as an auto storage facility, and this activity poses a potential source of contamination from fuels and fluids from vehicle storage. However, these potential sources of contamination are effectively managed through facility BMPs, including limited fluids in vehicles during shipping/receiving and new vehicle inspections..

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [help]

There are no known underground hazardous liquid or gas transmission pipelines within or adjacent to the project site. The National Pipeline Mapping System Public Viewer shows the nearest pipeline is a hazardous gas transmission pipeline over 0.5 mile to the northeast of the project site. Project activities would not take place near the pipeline and no disturbance would occur.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [help]

Chemicals used on site during project activities and ongoing maintenance of the site would consist of those typically associated with construction and maintenance equipment, such as gasoline and diesel. No toxic or hazardous chemicals are anticipated to be kept on site after the project is complete.

4) Describe special emergency services that might be required. [help]

No special emergency services are anticipated to be required for the project.

5) Proposed measures to reduce or control environmental health hazards, if any: [help]

Project activities will be completed in compliance with local, state, and federal regulations to reduce or control environmental health hazards. An SPCC plan will be prepared for the project, which will identify the appropriate spill containment materials, as well as the means and methods of implementation. Applicable spill response equipment and material designated in the SPCC plan will be maintained at the job site.

b. Noise [help]

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

Noise in the area is generated by industrial activities at the port and vessel traffic in the river. Noise would not affect the project activities.

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. [help]

Short-term construction noise would be generated during project activities. This would include noise from the operation of construction equipment. Project activities are anticipated to occur during normal construction hours (between 7 a.m. to 8 p.m.).

3) Proposed measures to reduce or control noise impacts, if any: [help]

Project activities will occur during daylight hours and equipment used will be fitted with required mufflers.

8. **Land and Shoreline Use** [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

With the exception of the Columbia River to the south, all uses immediately adjacent to the site consist of industrial uses at the port's Terminal 4 property. The project would support the existing land uses by protecting the existing roadway and other upland infrastructure.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

The property has been in industrial use for several decades and is not known to have been used as working farmlands or forest lands. There are no designated resource lands on or near the project site.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: [help]

There are no working farm or forest lands near the project site, and the project would not affect or be affected by these uses.

c. Describe any structures on the site. [help]

The project area includes an existing gravel roadway and guard rail, and some existing riprap along the shoreline. There are no other existing structures within the project limits.

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

No structures would be demolished. Some of the existing riprap would be removed and repurposed on site as part of the new stabilization. The gravel road would be maintained and regraded to direct stormwater to existing stormwater treatment facilities..

e. What is the current zoning classification of the site? [help]

The site is zoned Heavy Industrial (IH) by the City.

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

The site is designated Industrial (IND) by the City's comprehensive plan.

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

The site is designated High Intensity (above the OHWM) and Aquatic (below the OHWM) by the City's shoreline master program.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

The following critical areas are designated by the City of Vancouver. Their presence on the site is described below. The proposed project will be required to demonstrate no net loss of ecological functions through the shoreline permit process.

- ***Fish and Wildlife Habitat Conservation Areas (VMC 20.740.110):*** *The portion of the project site that is below OHWM is considered a fish and wildlife habitat conservation area, due to the fact that it is a shoreline of the state and provides habitat for ESA-listed fish (salmon, steelhead, bull trout, green sturgeon, and*

Pacific eulachon). The project will result in no net loss of fish and wildlife habitat function at the project site, as the result of the proposed revegetation plan, which will install native vegetation along the shoreline and upper beach.

- ***Frequently Flooded Areas (VMC 20.740.120):*** *A portion of the project work would be conducted within the 100-year floodplain of the Columbia River. FEMA identifies a base flood elevation at the site of approximately 26.43 feet NGVD29 (FEMA Map Nos. 53011C0363D and 530110364D). This elevation is located approximately 1.5 feet below top of bank at the site. The project will restore the shoreline to its originally permitted (1994) configuration (footprint/prism and 2:1 profile), and will not result in any effects to flood storage.*

  Geologic Hazard Areas (VMC 20.740.130): *According to Washington State Department of Natural Resources (DNR) "Liquefaction Susceptibility and Site Class Maps," the site has a moderate to high chance of liquefaction, which qualifies as a seismic hazard area under VMC 20.740.130. The site is mapped as having a moderate to high chance of liquefaction, which qualifies as a seismic hazard area for liquefaction under the VMC 20.740.130. The project would not affect, or be affected by, seismic hazards.*

  The site is identified by DNR as seismic site Class D under the National Earthquake Hazards Reduction Program. Site Class D qualifies as a seismic hazard area for ground shaking amplification under VMC 20.740.130.

  The shoreline within 100 feet of OHWM at the site is also considered a bank erosion hazard area under VMC 20.740.130. Bank erosion hazard areas are areas along lakes, streams, and rivers that are subject to regression or retreat due to lacustrine or fluvial processes and adjacent land within 100 feet. The project will stabilize the bank and reduce erosion at the site.

- ***Wetlands (VMC 20.740.140):*** *There are no wetlands located on or near the project site.*

- ***Critical Aquifer Recharge Areas (VMC 14.26.115.B):*** *The entire City is located within a sole source aquifer (Troutdale Aquifer), which is designated as a Category 1 critical aquifer recharge area. The site is not within 1,900 feet of a municipal water well supply and is not subject to the special protection area provisions of VMC 14.26 (Water Resources Protection). Project activities are not anticipated to impact groundwater.*

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

No people would reside on the property after the project is complete. Approximately 2,300 people come to work each day at the port, and some will periodically use the roadway in the course of their work.

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

There are no residents on the property and no one would be displaced by the project.

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

A temporary detour will be provided for any workers who would normally use the roadway.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

The project activities are compatible with the current and projected zoning and land use plans; therefore, no measures are needed to ensure compatibility.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: [help]

No measures are proposed as there are no designated agricultural or forest lands of long-term commercial significance within the UGA.

9. **Housing** [help]

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

No units would be added under this project.

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

No units exist on site; therefore, none would be eliminated.

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

None proposed, as no impacts to housing would occur.

10. **Aesthetics** [help]

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

The only structure proposed is the bank stabilization material itself. This material would not extend above the height of the existing shoreline bank.

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

The project would create minor changes to views from the river to this section of the shoreline. Views of the shoreline would be slightly altered through the addition of riprap and native plantings; however, these are consistent with current views of the existing riprap and vegetation. Views of the shoreline would likely be improved due to the proposed installation of native plantings.

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

None proposed, as no negative aesthetic impacts are anticipated to occur.

11. **Light and Glare** [help]

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

The project would produce minor sources of light associated with construction vehicles and equipment. Construction will occur during daylight and would not produce noticeable light or glare.

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

No sources of light or glare from the site will remain following project activities.

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

Existing off-site sources of light or glare will not affect the proposal as the proposed use (bank stabilization) is not sensitive to light or glare.

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

None proposed, as no light and glare effects are anticipated to occur.

12. **Recreation** [help]

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

There are no informal or designated recreational facilities on the Terminal 4 property, which encompasses the project site. The adjacent Columbia River provides recreational opportunities for boating and fishing.

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

There are no recreational uses on site; therefore, none would be displaced by the project. Project construction would not affect recreational use of the Columbia River.

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

None proposed, as no recreation impacts are anticipated to occur.

13. **Historic and cultural preservation** [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe. [help]

There are no buildings, structures, or sites located on or near the site that are over 45 years old, or listed in or eligible for listing on any registers.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material

evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

An archaeological survey was conducted in 1993, as part of the permitting and documentation effort for the initial filling and development at the site (Forgeng and Reese 1993)[2]. The survey included both a field survey and subsurface explorations, and concluded that no archaeological resources nor historic buildings or features are expected to be present within the project area. While there is a possibility that archaeological deposits, both prehistoric and historical, may be present below the dredge deposits, it is unlikely that they would be significant. The report also documented that there is no recorded evidence for a prehistoric settlement at the site, and early maps of the area show inlets and low-lying land along the shore.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

As described in the response to question 13(b) above, an archaeological survey was conducted in 1993, as part of the permitting and documentation effort for the initial filling and development at the site (Forgeng and Reese 1993). The City of Vancouver's data for archaeological probability and the Department of Archeology and Historic Preservation's (DAHP) database (WISAARD) were also reviewed to determine whether there are any cultural and historic resources on or near the project site (none were identified).

Tribes, DAHP and other parties who may have information on potential impacts to cultural and historic resources on or near the project site are encouraged to review and comment on the proposed project. The USACE will also conduct a Section 106 review and coordination process for the project.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [help]

. 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 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 contacted 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** [help]

2 Forgeng and Reese. 1993. Cultural Resources Investigation of The Port of Vancouver's Parcel One Project on the Columbia River. Dated September 23, 1993.

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

The site is accessed from NW Harborside Drive, which connects to NW Gateway Avenue and then to State Route 501 (SR 501). The existing gravel driveway will be used for vehicle access during project activities.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

The project site is located within a working industrial property and is not served by public transit. The nearest transit stop is approximately 1.3 miles east at the intersection of Fruit Valley Road and West 27th Street.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

The project will not eliminate or add any parking spaces.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

The project will improve the existing gravel roadway, as previously described. It will not require any new roads or improvements to streets or pedestrian, bicycle, or state transportation facilities.

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

The project will not use or affect any of these transportation resources. The property is located adjacent to the Columbia River and is, therefore, in the vicinity of marine transportation. There is a BNSF rail line approximately 0.25 mile to the north of the project site.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

Project activities would generate trips for construction vehicles and for personal vehicles used by project personnel. It is not known how many vehicle trips would be produced, but it is anticipated that the number of trips would be sufficiently low as to have no impact on transportation in the project area.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [help]

Because the project is located in an industrial area and would not affect nearby roads, activities would not affect or be affected by the movement of agricultural and forest products on roads or streets in the area. Vehicles would use SR 501 to access the project site but would not create a significant number of trips.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

None proposed, as no transportation impacts are anticipated to occur.

15. **Public Services** [help]

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

The project would not create an increase of structures, additional population, or activities that would require increases to public services.

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

None proposed, as no impacts to public services are anticipated to occur.

16. **Utilities** [help]

a. Circle utilities currently available at the site: [help]
electricity natural gas, water, refuse service, telephone, sanitary sewer, 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. [help]

The project will not require connection to any utilities. The port will coordinate with appropriate utility providers and agencies prior to project activities.

C. Signature [help]

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

Signature: Monty Edberg _____

Name of Signee: Monty Edberg_____

Position and Agency/Organization: Director of Engr., Port of Vancouver USA____

Date Submitted: 5/17/2021_____

Attachments

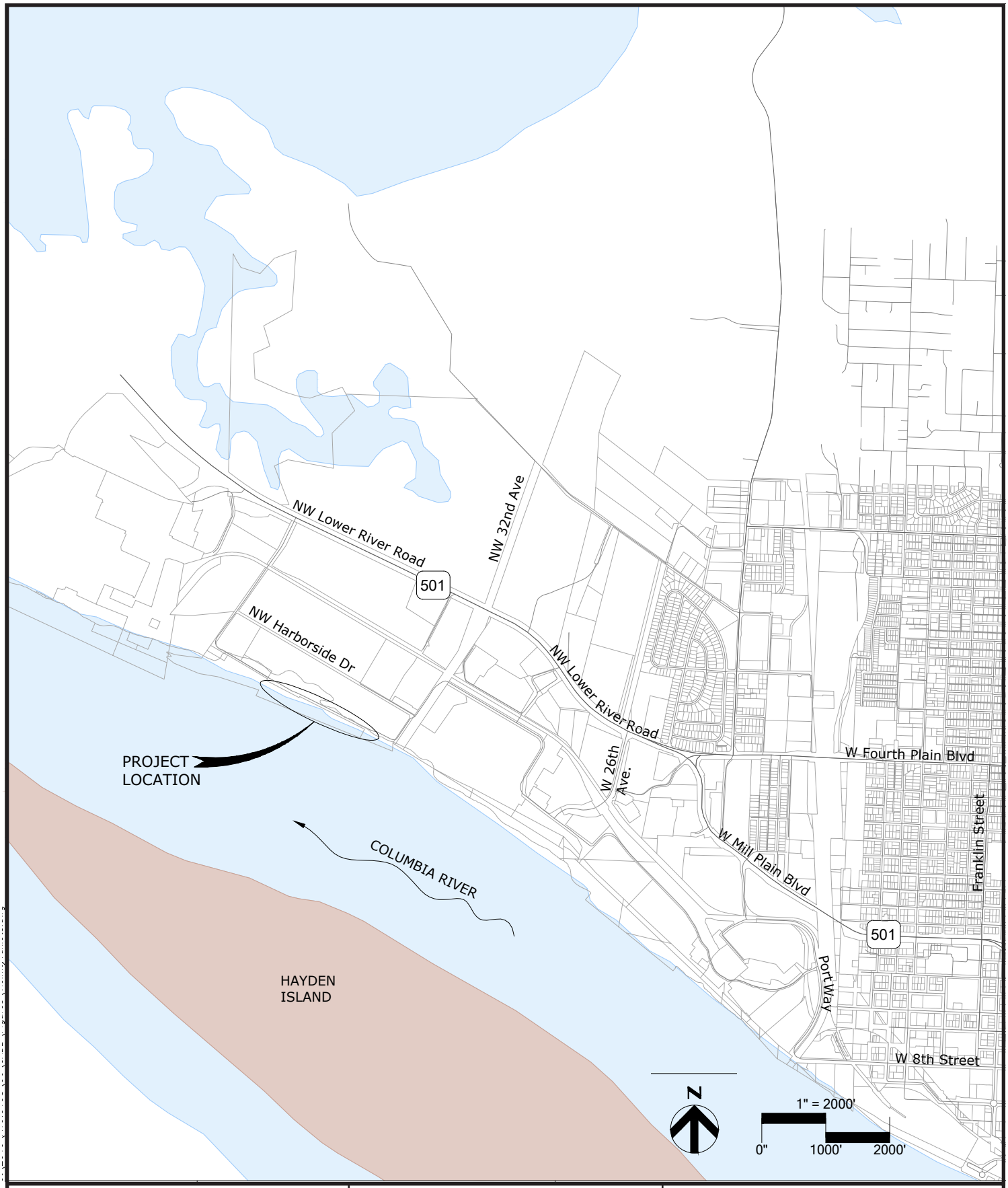
Sheet 1, Vicinity Map

Sheet 2, Key Map

Sheet 3a, Proposed Action Down Stream (preliminary design)

Sheet 3b, Proposed Action Central (preliminary design)

Sheet 3c, Proposed Action Up Stream (preliminary design)



PURPOSE: SEPA

IN: VANCOUVER
COUNTY OF: CLARK
STATE: WA

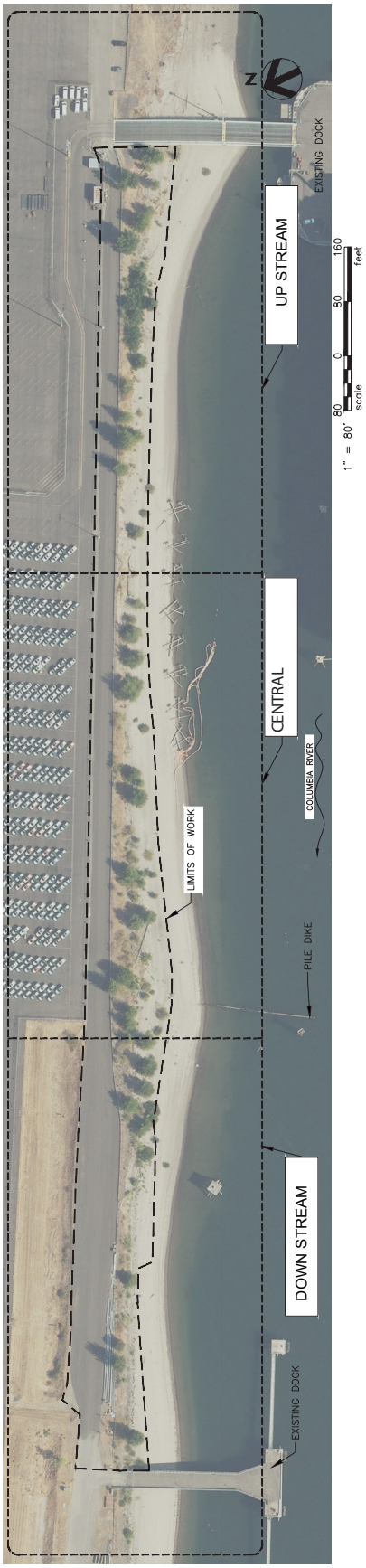
APPLICANT: Port of Vancouver, USA
3103 NW Lower River Rd
Vancouver, WA 98660

Sheet 1:Vicinity Map

USACE REFERENCE NO:

PROJECT: Bank Stabilization and Native Planting
LATITUDE: 45°38'30.04"N
LONGITUDE: 122°43'3.51"W
DATUM: NAD_1983_StatePlane_Washington

May 2021



PURPOSE: SEPA

IN: VANCOUVER
COUNTY OF: CLARK
STATE: WA

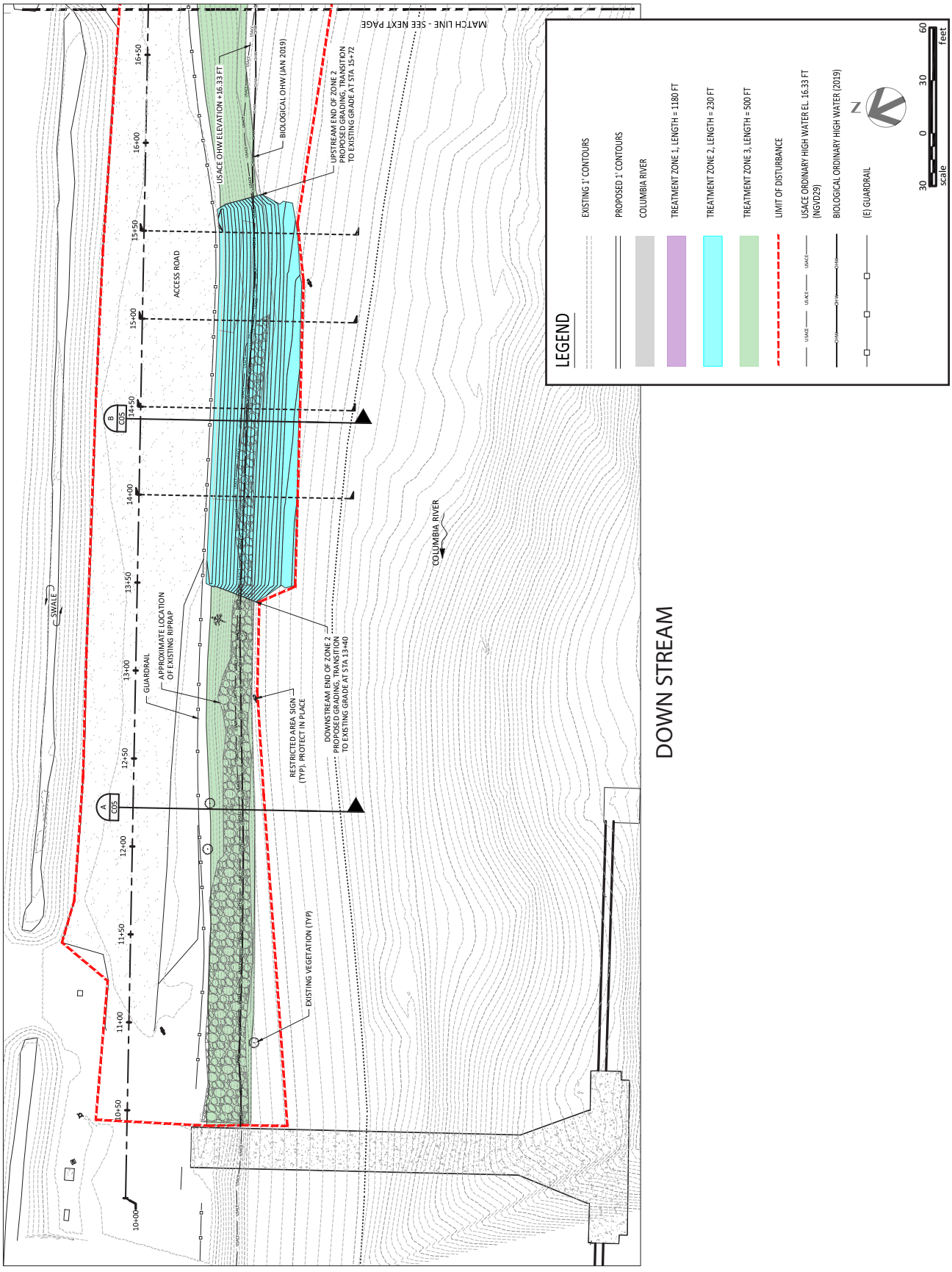
APPLICANT: Port of Vancouver, USA
3103 NW Lower River Rd
Vancouver, WA 98660

Sheet 2: Key Map

USACE REFERENCE NO:

PROJECT: Bank Stabilization and Native Planting
LATITUDE: 45°38'30.04"N
LONGITUDE: 122°43'3.51"W
DATUM: NAD_1983_StatePlane_Washington

May 2021



PURPOSE: SEPA

IN: VANCOUVER
COUNTY OF: CLARK
STATE: WA

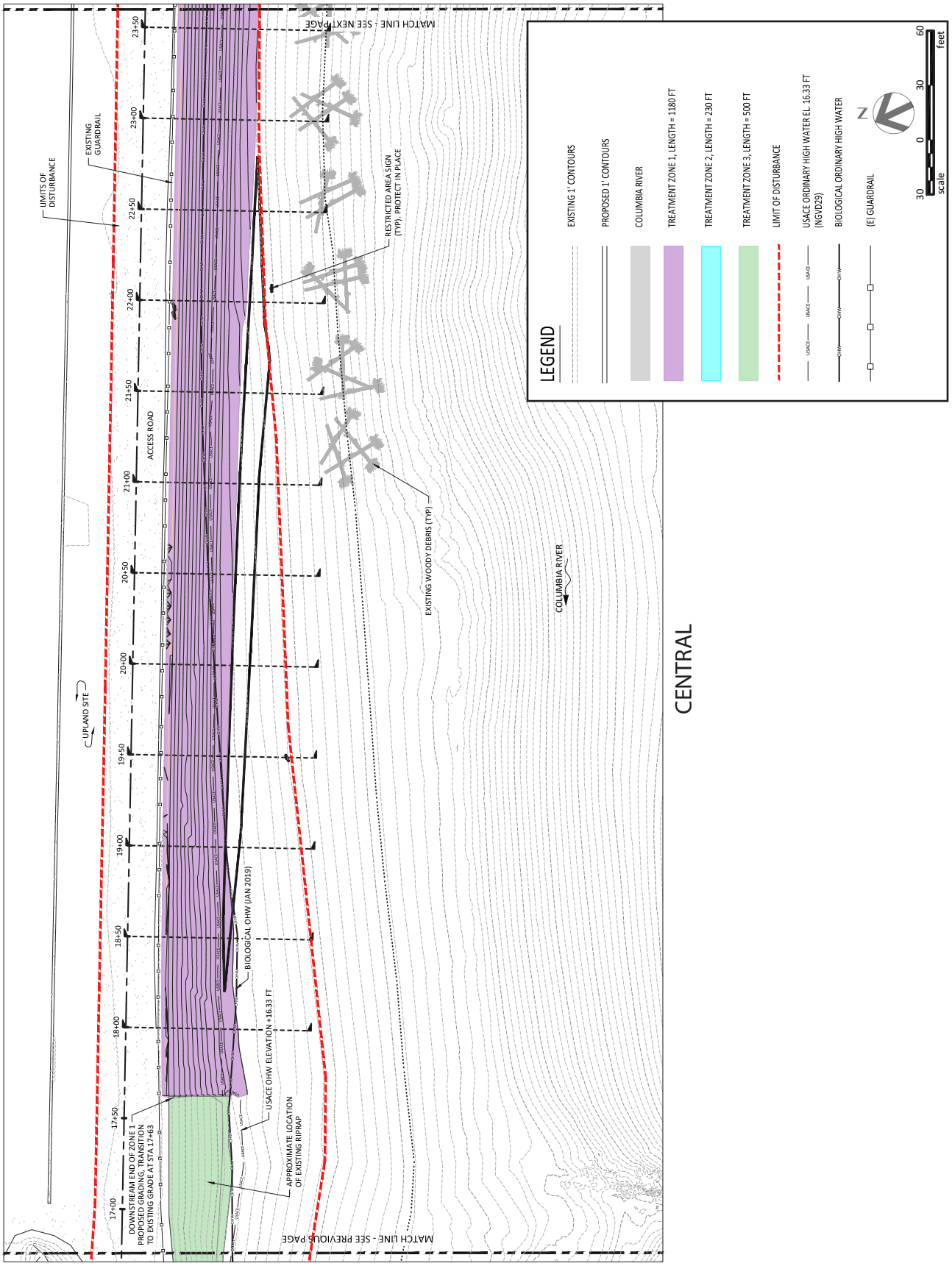
APPLICANT: Port of Vancouver, USA
3103 NW Lower River Rd
Vancouver, WA 98660

Sheet 3a: Proposed Action
Down Stream

USACE REFERENCE NO:

PROJECT: Bank Stabilization and Native Planting
LATITUDE: 45°38'30.04"N
LONGITUDE: 122°43'3.51"W
DATUM: NAD_1983_StatePlane_Washington

May 2021



CENTRAL

PURPOSE: SEPA

IN: VANCOUVER
COUNTY OF: CLARK
STATE: WA

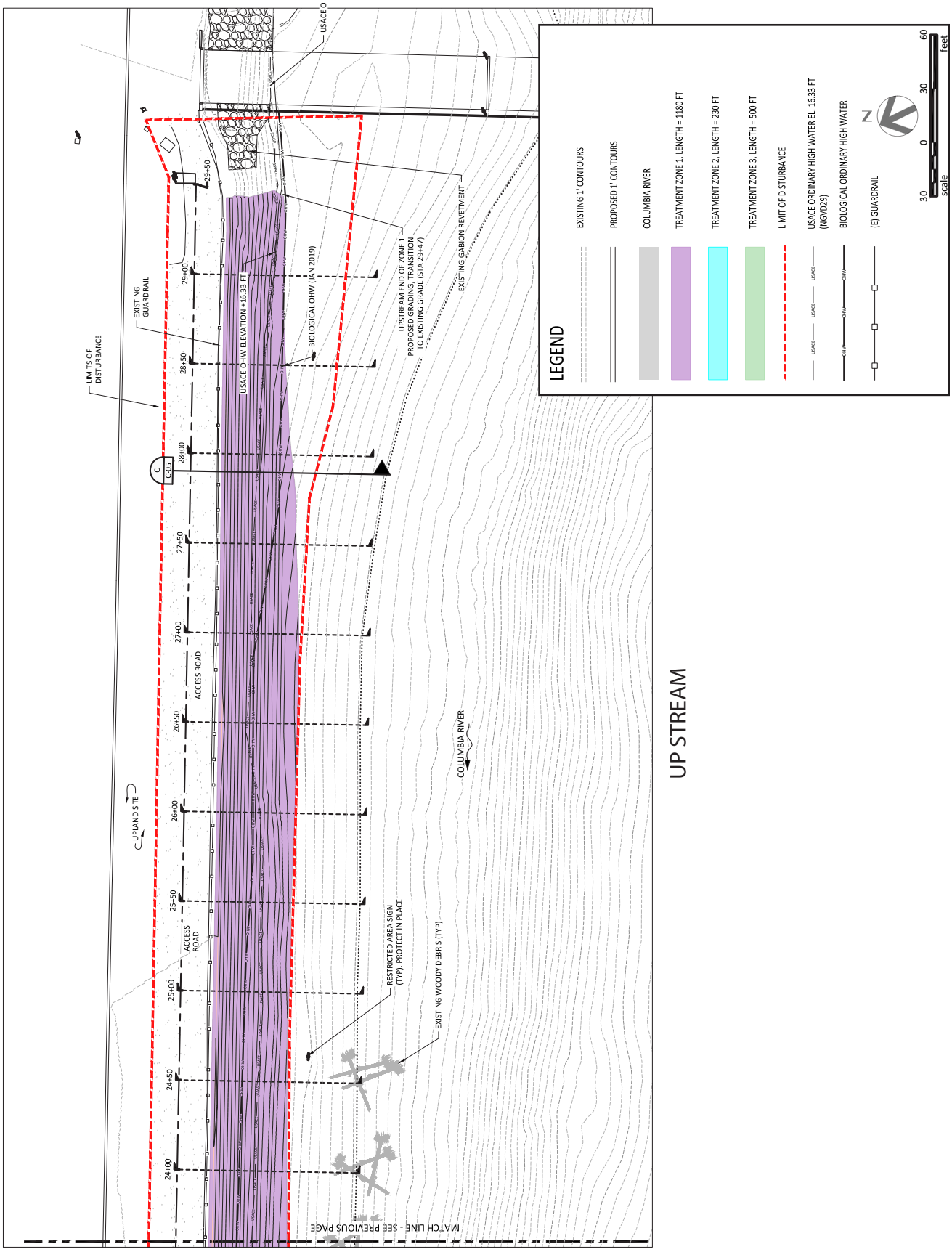
APPLICANT: Port of Vancouver, USA
3103 NW Lower River Rd
Vancouver, WA 98660

Sheet 3b: Proposed Action
Central

USACE REFERENCE NO:

PROJECT: Bank Stabilization and Native Planting
LATITUDE: 45°38'30.04"N
LONGITUDE: 122°43'3.51"W
DATUM: NAD_1983_StatePlane_Washington

May 2021



PURPOSE: SEPA

IN: VANCOUVER
COUNTY OF: CLARK
STATE: WA

APPLICANT: Port of Vancouver, USA
3103 NW Lower River Rd
Vancouver, WA 98660

Sheet 3c: Proposed Action
Up Stream

USACE REFERENCE NO:

PROJECT: Bank Stabilization and Native Planting
LATITUDE: 45°38'30.04"N
LONGITUDE: 122°43'3.51"W
DATUM: NAD_1983_StatePlane_Washington

May 2021