

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

SEPA¹ Environmental Checklist

WAC 197-11-960

Property Owner: <u>Port of Vancouver</u> <small>(Print or Type Name)</small>	Telephone: <u>360-693-3611</u>
Mailing Address: <u>3103 NW Lower River Road, Vancouver, WA 98660</u> <small>(No., City, State, ZIP)</small>	
Applicant: <u>Port of Vancouver</u> <small>(Print or Type Name)</small>	Telephone: <u>360-693-3611</u>
Mailing Address: <u>3103 NW Lower River Road, Vancouver, WA 98660</u> <small>(No., City, State, ZIP)</small>	
Relationship to Owner: <u>Same</u>	
Tax Assessor Serial Number(s): <u>Refer to Section A.12 below for proposal location information.</u>	
Legal description: Lot(s) _____ Block(s) _____ Plat name _____ <small>(If a Metes and Bounds description, check here <input type="checkbox"/>, and attach narrative to this application.)</small>	
Site Address (if any): _____	

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.

¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance>

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

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

1. Name of proposed project, if applicable:

Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development, Resolution 1-2025

2. Name of applicant:

Port of Vancouver

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

Contact Person: Monty Edberg, Director of Engineering and Project Delivery
medberg@portvanusa.com
Port of Vancouver
3103 NW Lower River Road
Vancouver, WA 98660
360-693-3611

4. Date checklist prepared:

December 27, 2024

5. Agency requesting checklist:

Port of Vancouver

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

The proposed adoption of amendments to the Port of Vancouver (the port) Comprehensive Scheme of Harbor Improvements and Industrial Development (this Comprehensive Scheme)

would occur following a public hearing anticipated to be held during a port commission meeting on February 25, 2025. The port's commission meetings and agendas can be found on the port's website and any changes to the above date can be found at the following webpage: <https://www.portvanusa.com/commission/agendas-minutes/>

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

The proposed action of amending this Comprehensive Scheme meets the definition of a "nonproject action" under the SEPA rules (Washington Administrative Code [WAC] 197-11-704). Nonproject actions involve decisions on policies, plans, or programs. Please refer to Section A.11 for a description of the projects (future activities) included in this Comprehensive Scheme amendment.

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

Previously prepared SEPA documents, listed below, are incorporated by reference per WAC 197-11-600.

i) Surplus Bulk Handling Facility Improvements:

- Vancouver Bulk Terminal Soda Ash Terminal (VBT Project) - SEPA Checklist (June 2024), Optional Determination of Nonsignificance (DNS) (September 2024). See list of environmental information prepared for the VBT Project in section 8 of the referenced checklist.
- Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development - Resolution No. 1-2024 SEPA documents: SEPA Checklist (November 2023), DNS (December 2023)
- Several documents have been prepared related to the Cadet/Swan, NuStar and Kinder Morgan cleanup site and can be found on Ecology's website: <https://apps.ecology.wa.gov/cleanupsearch/site/3450>
- It is not anticipated that any environmental information will need to be prepared for the surplus.

ii) Surplus of Parcel 3 Shop Building:

- Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development - Resolution No. 1-2022 SEPA documents: SEPA Checklist (December 2021), DNS (January 2022)
- Phase 1 Environmental Site Assessment for Columbia Gateway (Maul Foster & Alongi, Inc., August 2000, revised March 2002)
- Underground Storage Tanks Decommissioning and Soil Cleanup Report, Andersen Dairy, Holdner East and West Farms (Hahn and Associates, June 2003)

- Archaeological Predetermination Report (Archaeological Investigations Northwest, Inc. (AINW), December 2023)
- National Register of Historic Places (NRHP) Eligibility Evaluation for Historic Buildings (AINW, August 2023)
- Department of Archaeology & Historic Preservation (DAHP) Eligibility Letter for Andersen Dairy (DAHP, October 2023)
- Level II Mitigation Documentation for the Andersen Dairy Farmhouse, Vancouver, Clark County, Washington (AINW, December 2023)
- Southwest Clean Area Agency Notice of Demolition and/or Notice of Intent to Remove Asbestos (to be prepared)
- Limited Pre-Demolition Hazardous Building Materials Survey Report (PBS, June 2024)
- Clark County Public Health Septic Abandonment Notification (to be prepared)

iii) **Surplus of Berth 5 Dock Workers Building**

- Several documents have been prepared related to the Cadet/Swan, NuStar and Kinder Morgan cleanup site which is adjacent to the Berth 5 Dock Worker's Building and can be found on Ecology's website:
<https://apps.ecology.wa.gov/cleanupsearch/site/3450>
- There will be a hazardous building materials survey for lead paint.

iv) **Addition of Hickey Family Company Parcel Improvements:**

- Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development - Resolution No. 1-2024 SEPA documents: SEPA Checklist (November 2023), DNS (December 2023)
- Aquatic Lease Baseline Conditions Report Update, Maul Foster Alongi (August 2024)
- Hazardous Building Material Survey Report, PBS (January 2014)

v) **Stormwater Improvements for all Port Property:**

Additional environmental information may be prepared for future improvements or may be existing, depending on identification of future projects. Future improvements associated with the port's stormwater infrastructure may occur across port properties and any environmental documents affecting those locations would be identified at the time.

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.

The shop building is located on part of a larger property known as Parcel 3, which is designated and zoned for heavy industrial development by the City of Vancouver’s comprehensive plan and zoning regulations. While Parcel 3 is anticipated to be developed at some point in the future in alignment with current zoning, no current development proposals are pending.

The Bulk Handling Facility improvements are located on the port’s Terminal 2/Berth 7 property. Local building permits for the proposed Vancouver Bulk Terminals soda ash terminal have been obtained.

Future improvements associated with the port’s stormwater infrastructure may occur across port properties and any permits affecting those locations would be evaluated at the time as needed.

There are no known applications pending for government approval for other proposals, beyond those described above, affecting the other project sites.

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

No other government approvals or permits will be necessary for the port Commissioners to approve Resolution 1-2025 to amend this Comprehensive Scheme.

Government approvals are anticipated to be necessary for demolition and construction activities in the future and are listed below. Compliance with the local, state, and federal permits and approvals will occur for the projects identified in A.11 as required by local, state, and federal agencies.

i) Surplus of Bulk Handling Facility Improvements:

- Demolition permit (City of Vancouver)
- SEPA Checklist (Port of Vancouver, June 2024). See list of environmental information prepared for the VBT Project in section 8.
- Optional DNS (Port of Vancouver, September 2024).

ii) Surplus of Parcel 3 Shop Building:

- Demolition permit (City of Vancouver)
- Notice of Demolition and Notice of Intent to Remove Asbestos (Southwest Clean Area Agency) (if determined to be needed)
- SEPA Checklist and determination ((Port of Vancouver, pending)

iii) Surplus of Berth 5 Dock Workers Building:

- Demolition permit (City of Vancouver)
- Shoreline permit(s) (City of Vancouver)

- Hydraulic Project Approval (Washington Department of Fish and Wildlife [WDFW])
 - Section 10/Section 404 Permit (U.S. Army Corps of Engineers)
 - Section 7 Endangered Species Act consultation (NOAA Fisheries/US Fish and Wildlife Service)
- iv) **Addition of Hickey Family Company Parcel Improvements:** No permits or approvals are anticipated to be required as no ground disturbance or improvements are proposed as this time.
- v) **Stormwater Improvements for all Port Property:** Approvals and permits will be identified as individual improvements are developed.

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

In accordance with Revised Code of Washington (RCW) section 53.20.020, the port is proposing to amend its Comprehensive Scheme. RCW 53.20.020 requires the port Commissioners to generally describe the various acquisitions, surpluses, and improvements that the port is considering and to adopt amendments to this Comprehensive Scheme by way of resolution. For surplus structures or properties, this Comprehensive Scheme must be amended when the port desires to convey property valued at more than \$10,000 that the port has declared to be no longer needed for port purposes and surplus to port needs (RCW 53.08.090).

The nonproject action that is the subject of this SEPA checklist is only the adoption of the amendment to this Comprehensive Scheme and not the actual construction/operation of the projects. This Comprehensive Scheme amendment addresses five projects:

- i) **Surplus of Bulk Handling Facility Improvements:** The port owns a variety of structures and improvements at Terminal 2/Berth 7 that have been historically used for marine terminal services and stevedoring for the transloading of cargoes. The property is currently leased to Vancouver Bulk Terminal LLC (VBT). The real property includes, but is not limited to, warehouses, unloading buildings, miscellaneous auxiliary buildings, shiploader, conveyors and numerous other lessor-owned equipment. Building 2745 at the property was previously identified as surplus under Resolution 1-2024. The improvements and equipment are no longer needed for port district purposes as many of the improvements and equipment have reached the end of their useful life or are obsolete for VBT's planned redevelopment of the Bulk Handling Facility at Terminal 2/Berth 7 to accommodate the transloading of new cargoes. The Bulk Handling Facility planned improvements cannot be currently accommodated by the existing configuration, and support other maritime activities,

including new cargoes. The Bulk Handling Facility project requires the surplus and demolition of the existing improvements and equipment as they are no longer necessary to the port district's needs. VBT has submitted a separate SEPA checklist for the demolition and construction needed for the VBT Bulk Handling Facility project. This checklist addresses the non-project action of surplus of the port-owned improvements at the site. See Exhibit A for improvements graphics.

- ii) **Surplus of Parcel 3 Shop Building:** This action includes surplus of the shop building located at the port-owned Parcel 3 property that was historically operated by farm tenants, such as former tenant Andersen Dairy. The shop building was not included in Resolution 1-2022, which identified the other farm structures around the shop building as surplus. The shop building is approximately 8,200 square feet and has reached the end of its useful life. See Exhibit B for building location.
- iii) **Surplus of Berth 5 Dock Workers Building:** This action involves the surplus of Building 2527, an approximately 620 square foot pile supported storage building attached to the west side of Berth 5. It has reached the end of its useful life. See Exhibit C for building location.
- iv) **Addition of Hickey Family Company Parcel Improvements:** Two parcels of land were previously purchased from the Hickey Family Company and subsequently added to the Comprehensive Scheme under Resolution 1-2024 (parcels #152804000 and #986029240). At that time, the port had been informed all improvements to the parcels (e.g., buildings, fixtures, etc.) were owned by the current tenant and not included in the property purchase. During closing, Hickey Family Company corrected what was previously represented to the port and confirmed that Hickey Family Company owned all buildings, fixtures and improvements on the Tidewater Lease Premises. The Port received a signed Estoppel from Hickey Family Company to attest to this change before closing. Since the improvements in Resolution 1-2024 were stated to be owned by a third-party company, the port must correct this previous statement and now add all buildings, fixtures and improvements to this Comprehensive Scheme. See Exhibit D for location.
- v) **Stormwater Improvements for all Port Property:** This action involves various improvements to support the ongoing stormwater conveyance and treatment needs of the port. The port's stormwater infrastructure is necessary for adequate drainage of property to protect assets from flooding. Improvements (including enhancements and expansions) of this infrastructure are necessary from time to time to ensure the proper drainage of property, resiliency and sustainability of the system, and treatment needs to meet local, state and federal requirements as well as port stewardship initiatives. Proposed improvements include but are not limited to piping, lift/pump stations, treatment systems, conveyance structures, etc. The locations and details of these improvements will be determined in the future as needs and funding are identified.

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.

- i) **Surplus of Bulk Handling Facility Improvements:** The buildings are located on approximately 16 acres and are located at 2701 Harborside Drive, Vancouver, WA 98660 on portions of parcels #151977000, #59118030, #152190000, #59117884, #151978000, #151979000, #502010002, and #502010000. The abbreviated legal descriptions for each parcel are available on Clark County's property information center. The buildings are located in the southeast 1/4 of Section 20, Township 2N, Range 1E.
- ii) **Surplus of Parcel 3 Shop Building:** The building is approximately 8,200 square feet and is located at 6818 NW Old Lower River Road, Vancouver, WA 98660 on parcel #153105000. The abbreviated legal description on Clark County's property information center is #3 & 4 William Hendrickson DLC & #9 Hatton DLC 417.17A M/L. The building is located at NW 1/4, Section 18, Township 2N, Range 1E.

The parcel is approximately 534 acres in size, however, the site containing the surplus shop building (the project site) is approximately 8,200 square feet, as noted above.
- iii) **Surplus of Berth 5 Dock Workers Building:** The building is approximately 620 square feet. There is no tax parcel or address associated with the building, but it is adjacent to parcel 502020000. The building is located in the NW 1/4 of Section 28, Township 2 North, Range 1 East.
- iv) **Addition of Hickey Family Company Parcel Improvements:** The property consists of Parcels #152804000 and #986029240, which total approximately 34 acres and located at 6305 NW Old Lower River Road. The abbreviated legal description on Clark County's property information center is #15 John Mathews DLC 21.48A M\L and #16 John Mathews DLC 12.36A M\L. The parcel is located in the southwest and southeast 1/4 of Section 18, the northwest 1/4 of Section 19 in Township 2 North, Range 1 East, as well as the southeast 1/4 of Section 13 in Township 2 North, Range 1 West.
- v) **Stormwater Improvements for all Port Property:** Improvements for the port's stormwater infrastructure will occur across the structures, properties, and physical assets owned (now or in the future) by the port. The port currently owns approximately 1,643 acres of land, which includes an operating marine and industrial port, land for future development, commercial and industrial development and natural areas.

B.Environmental Elements

The following SEPA documents are incorporated by reference and are available for review upon request from the applicant (see section A.3.) or on Ecology's SEPA Register webpage:

<https://apps.ecology.wa.gov/separ/Main/SEPA/Search.aspx> (see section A.8.).

- Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development - Resolution No. 1-2024 SEPA documents: SEPA Checklist (November 2023), DNS (December 2023)
- Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development - Resolution No. 1-2022 SEPA documents: SEPA Checklist (December 2021), DNS (January 2022)
- VBT Soda Ash Terminal (VBT Project) - SEPA Checklist (June 2024), Optional DNS (September 2024)

Discussion in section B is limited to information not previously discussed in the above SEPA documents.

1. Earth

a. General description of the site:

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

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

According to LiDAR terrain data from the Clark County GIS database "Maps Online," the steepest slopes on the project sites are as follows.

- i) **Surplus of Bulk Handling Facility Improvements:** The buildings are located on a slope of less than 5 percent.
- ii) **Surplus of Parcel 3 Shop Building:** The shop building is located on a slope of less than 5 percent. There are steeper slopes (5 to 10 percent and 10 to 15 percent) mapped to the west, northwest, southwest, and northeast of the shop building and outside of the project site. Steeper slopes mapped to the southwest of the shop building are associated with NW Old Lower River Road, which is constructed on a built-up area.
- iii) **Surplus of Berth 5 Dock Workers Building:** The building is constructed on piling along the riverbank, which has a slope of 15 to 25 percent.
- iv) **Addition of Hickey Family Company Parcel Improvements:** There is a slope of 15 to 25 percent along the riverbank.
- v) **Stormwater Improvements for all Port Property:** Slopes vary throughout the port's property.

- 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.**

The U.S. Department of Agriculture (USDA) Natural Resource Conservation Service's web soil survey was reviewed to identify the types of soil found in the project areas, which are listed below. 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) boundaries. As all of the project sites are located within the UGA and city limits, there are no agricultural lands of long-term commercial significance on or near the projects.

i) **Surplus of Bulk Handling Facility Improvements:**

- Newberg silt loam, 0 to 3 percent slopes (NbA)
 - Hydric soil rating: No
 - Drainage class: Well drained
 - Farmland classification: All areas are prime farmland
 - Typical profile
 - H1 - 0 to 7 inches: silt loam
 - H2 - 7 to 52 inches: fine sandy loam
 - H3 - 52 to 72 inches: sand
- Newberg silt loam, 3 to 8 percent slopes (NbB)
 - Hydric soil rating: No
 - Drainage class: Well drained
 - Farmland classification: Farmland of statewide importance
 - Typical profile
 - H1 - 0 to 7 inches: silt loam
 - H2 - 7 to 52 inches: fine sandy loam
 - H3 - 52 to 72 inches: sand
- Pilchuck fine sand, 0 to 8 percent slopes (PhB)
 - Hydric soil rating: No
 - Drainage class: Somewhat excessively drained
 - Farmland classification: Prime farmland if irrigated
 - Typical profile
 - H1 – 0 to 6 inches: fine sand
 - H2 – 6 to 60 inches: fine sand

ii) **Surplus of Parcel 3 Shop Building:**

- Sauvie silty clay loam, 0 to 8 percent slopes (SpB)
 - Hydric soil rating: Yes
 - Drainage Class: Poorly drained
 - Frequency of Flooding: Rare
 - Farmland Classification: All areas are prime farmland

- Typical profile:
 - 0 to 15 inches: silty clay loam
 - 15 to 36 inches: silty clay loam
 - 36 to 60 inches: stratified sandy loam to silt loam
- iii) **Surplus of Berth 5 Dock Workers Building:**
- Pilchuck fine sand, 0 to 8 percent slopes (PhB)
 - Hydric soil rating: No
 - Drainage class: Somewhat excessively drained
 - Frequency of Flooding: Occasional
 - Farmland classification: Prime farmland if irrigated
 - Typical profile
 - H1 – 0 to 6 inches: fine sand
 - H2 – 6 to 60 inches: fine sand
- iv) **Addition of Hickey Family Company Parcel Improvements:**
- Fill land (Fn)
 - Hydric soil rating: No
 - Drainage class: Not applicable
 - Farmland classification: Not applicable
 - Typical profile
 - H1 – 0 to 6 inches: variable
 - Newberg silt loam, 0 to 3 percent slopes (NbA)
 - Hydric soil rating: No
 - Drainage class: Well drained
 - Farmland classification: All areas are prime farmland
 - Typical profile
 - H1 - 0 to 7 inches: silt loam
 - H2 - 7 to 52 inches: fine sandy loam
 - H3 - 52 to 72 inches: sand
 - Sauvie silty loam, 0 to 3 percent slopes (SmA)
 - Hydric soil rating: No
 - Drainage class: Poorly drained
 - Farmland classification: All areas are prime farmland
 - Typical profile
 - H1 – 0 to 15 inches: silt loam
 - H2 – 15 to 36 inches: silty clay loam
 - H3 – 36 to 60 inches: stratified sandy loam to silt loam
 - Sauvie silt loam, 3 to 8 percent slopes (SmB)
 - Hydric soil rating: No
 - Drainage class: Poorly drained
 - Farmland classification: Farmland of statewide importance
 - Typical profile
 - H1 - 0 to 15 inches: silt loam

- H2 - 15 to 36 inches: silty clay loam
 - H3 - 36 to 60 inches: stratified sandy loam to silt loam
- Sauvie silty clay loam, 0 to 8 percent slopes (SpB)
 - Hydric soil rating: No
 - Drainage class: Poorly drained
 - Farmland classification: All areas are prime farmland
 - Typical profile
 - H1 - 0 to 15 inches: silty clay loam
 - H2 - 15 to 36 inches: silty clay loam
 - H3 - 36 to 60 inches: stratified sandy loam to silt loam

v) **Stormwater Improvements for all Port Property:** Unknown at this time as the location of improvements is yet to be determined.

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

According to SEPA guidance, “unstable soils” refers to areas subject to mass wasting (rapid erosion) or landslides. Per Maps Online, there are slopes greater than 25 percent mapped around the Berth 5 Workers Building, which is considered a type of landslide hazard area under the Vancouver municipal code (VMC 20.740.130). There are no other mapped landslide hazard areas or severe erosion hazards on any of the known project sites.

The improvements to the port’s stormwater infrastructure may occur throughout the port’s properties. Some areas of the port contain areas subject to rapid erosion or landslides. Actions within these areas would be addressed in future applications as appropriate.

There are areas mapped as other types of geologic hazards on the project sites (see Section B-8-h for details).

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.

No filling, excavation, or grading is proposed as this is a nonproject action.

Filling, excavation, and grading from future activities would occur in the future for the following projects. Materials used for backfilling will come from an approved off-site source and will be screened for the presence of contamination consistent with the port’s Fill Acceptance Guidelines.

- i) **Surplus of Bulk Handling Facility Improvements:** A variety of buildings and structures will be removed. Removal of foundations may require backfilling and grading necessary to avoid leaving voids or pits following structure removal. Approximately 7,800 cubic yards of grading is anticipated.

- ii) **Surplus of Parcel 3 Shop Building:** An approximately 8,200-square foot building will be removed. Removal of the foundation may require backfilling and grading necessary to avoid leaving voids or pits following structure removal. Approximately 500 cubic yards of grading is anticipated.
- iii) **Addition of Hickey Family Company Parcel Improvements:** No ground disturbing improvements are currently proposed and, therefore, no filling, excavation, or grading would occur.
- iv) **Surplus of Berth 5 Dock Workers Building:** Future demolition may include placement of earthen materials to backfill areas of excavation or building foundations. The surplus building is approximately 620 square feet.
- v) **Stormwater Improvements for all Port Property:** Future improvements may include filling, excavation, or grading, but the amount is unknown at this time.

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

No erosion would occur as a result of the nonproject action. Potential erosion from future activities is addressed below.

- i) **Surplus of Bulk Handling Facility Improvements:** Erosion could occur during demolition activities due to exposure and disturbance of soils by construction equipment during building demolition and removal of the foundation. Approximately 7,800 square feet of soil and asphalt disturbance would occur around the buildings and improvements.
- ii) **Surplus of Parcel 3 Shop Building:** Erosion could occur during demolition activities due to exposure and disturbance of soils by construction equipment during building demolition and removal of the foundation. Approximately 8,200 square feet of soil disturbance would occur around the shop building.
- iii) **Surplus of Berth 5 Dock Workers Building:** Erosion could occur during demolition activities due to exposure and disturbance of soils by construction equipment during building demolition and removal of the foundation. Approximately 620 square feet of soil disturbance would occur around the shop building.
- iv) **Addition of Hickey Family Company Parcel Improvements:** According to Maps Online, there are no areas at risk for erosion on the property. There are currently no plans for ground disturbing activities at this parcel.
- v) **Stormwater Improvements for all Port Property:** There are some areas of the port that are at risk for erosion. The potential for these improvements to cause erosion will be evaluated on a case-by-case basis, as needed.

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

No paving will occur as this is a nonproject action. A description of the impervious surfaces associated with future activities is provided below.

- i) **Surplus of Bulk Handling Facility Improvements:** No change to the existing amount of property covered with impervious surfaces is proposed.
- ii) **Surplus of Parcel 3 Shop Building:** No new impervious surfaces are proposed. The project will remove approximately 8,200 square feet of impervious surfaces (the shop building).
- iii) **Surplus of Berth 5 Dock Workers Building:** No new impervious surfaces are proposed. The project will remove approximately 620 square feet of impervious surfaces (the workers building).
- iv) **Addition of Hickey Family Company Parcel Improvements:** The parcels consist of a mix of developed and undeveloped pervious surfaces and no change in impervious surfaces is proposed.
- v) **Stormwater Improvements for all Port Property:** It is not anticipated that the types of improvements and actions undertaken for this project will result in a notable increase in impervious surfaces.

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

No measures are proposed for the nonproject action as no ground disturbance will occur. Future construction and demolition will include best management practices (BMPs) for erosion control as appropriate to comply with local, state, and federal regulations.

2. Air

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.

No emissions would occur as a result of the nonproject action. Future site development may include general types of emissions associated with construction or demolition of structures and operations of facilities. Demolition and construction associated with the Bulk Handling Facilities, Parcel 3 Shop Building, Stormwater Improvements, and the Berth 5 Dock Workers Building would result in a short-term increase in air emissions from diesel exhaust and dust generated by heavy equipment used to perform earthmoving (e.g., fill placement, excavation), demolition, building/infrastructure construction, and other related activities. Anticipated air emissions from the future operations and maintenance of the VBT Project are detailed in the VBT Project SEPA,

which is incorporated by reference. Additional operational air emissions may result from Stormwater Improvements if pumps, treatment facilities, etc. require energy for operation. No change in current operational emissions are anticipated with the future operation following the surplus Berth 5 Dock Workers Building. Parcel 3 is zoned for heavy industrial, and any future development will require future permitting action.

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

No off-site emissions or odor would affect the nonproject action. In the future, it is not anticipated that off-site sources of emissions or odor will affect construction, demolition or operations of the projects identified if off-site sources are consistent with existing conditions

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

No measures are needed to reduce or control emissions as the nonproject action will not produce any emissions. Demolition and construction associated with the Bulk Handling Facilities, Parcel 3 Shop Building, Stormwater Improvements, and the Berth 5 Dock Workers Building would result in a short-term increase in air emissions from diesel exhaust and dust generated by heavy equipment used to perform earthmoving (e.g., fill placement, excavation), demolition, building/infrastructure construction, and other related activities. Future construction and demolition activities would include emission control measures as appropriate to comply with local, state, and federal regulations, as well as any permit requirements. Proposed measures to reduce or control air emissions from the future operations of the VBT Project are detailed in the VBT Project SEPA, which is incorporated by reference.

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.

Under Ecology's SEPA guidance, a surface waterbody is considered in the immediate vicinity when the project is within 300 feet of the ordinary high-water mark (OHWM) or within the width of the floodplain.

- i) **Surplus of Bulk Handling Facility Improvements:** The portion of the project site containing the shiploader and conveyer structure is located within 300 feet of the Columbia River. There are no other surface waterbodies near the site.
- ii) **Surplus of Parcel 3 Shop Building:** The project site is within the floodplain of the Columbia River; however, the river is over 3,000 feet from the shop building. The shop building is also located over 3,000 feet from the edge of the flushing channel and Vancouver Lake. The shop building is located within 300-feet of a

wetland mapped to the west by the National Wetland Inventory (NWI) and Clark County's "potential wetlands presence data". The shop building is separated from the wetland by NW Old Lower River Road (which is elevated above the surrounding ground surface on a berm). A 2006 preliminary wetland assessment conducted for Parcel 3 indicated wetlands in the vicinity of, but not immediately adjacent to, the shop building.

- iii) **Surplus of Berth 5 Dock Workers Building:** The building is located adjacent to and partially over the Columbia River floodway. The pilings that support the building are in the floodway. It is located within the 100-year floodplain.
- iv) **Addition of Hickey Family Company Parcel Improvements:** The parcel is located within 300-feet of the Columbia River and most of the area is located within the 100-year floodplain. In addition, an NWI wetland is mapped on the north end of parcel #986029240 and there are also areas identified as potential wetlands throughout the parcel.
- v) **Stormwater Improvements for all Port Property:** Improvements may take place across port-owned properties. There are surface waterbodies located throughout the port, including the Columbia River and the Vancouver Lake flushing channel, and future actions could take place within 300 feet of a waterbody or within a floodplain. Site conditions would be evaluated at the time a specific improvement is proposed.

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

No work will be required over, in, or adjacent to water for the nonproject action. A description of any such work associated with future activities is provided below.

- i) **Surplus of Bulk Handling Facility Improvements:** Removal of the shiploader and conveyor will take place adjacent to and over the Columbia River.
- ii) **Surplus of Parcel 3 Shop Building:** The wetlands described above are greater than 200 feet from the shop building, and therefore no work would occur over, in, or adjacent to waterbodies.
- iii) **Surplus of Berth 5 Dock Workers Building:** Future demolition of the building will require work over, in, and adjacent to the Columbia River. In-water work will be limited to pile removal, which will be done consistent with state and local requirements.
- iv) **Addition of Hickey Family Company Parcel Improvements:** No ground disturbing improvements are currently proposed (and, therefore, no work would occur over, in, or adjacent to waters).

- v) **Stormwater Improvements for all Port Property:** Improvements will take place across port-owned properties. Future actions may include work over, in, or adjacent to various waterbodies; site conditions would be evaluated at the time a specific improvement is identified.

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.

No fill or dredge materials will be placed in or removed from surface water or wetlands for the nonproject action. A description of any such materials associated with future activities is provided below.

- i) **Surplus of Bulk Handling Facility Improvements:** No fill or dredge material would be placed in or removed from surface waters or wetlands for the future demolition/removal of buildings and equipment.
- ii) **Surplus of Parcel 3 Shop Building:** No fill or dredge material would be placed in or removed from surface waters or wetlands for the future demolition of the building.
- iii) **Surplus of Berth 5 Dock Workers Building:** No fill or dredge material would be placed in surface waters or wetlands for the future demolition of the building. Pile removal would occur in the Columbia River, and would be done consistent with federal, state and local requirements.
- iv) **Addition of Hickey Family Company Parcel Improvements:** No ground disturbing improvements are currently proposed and, therefore, no fill or dredging would occur.
- v) **Stormwater Improvements for all Port Property:** Improvements will take place across port-owned properties. Future actions may include work over, in, or adjacent to various waterbodies; site conditions would be evaluated at the time a specific improvement is identified.

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

No surface water withdrawals or diversions would occur for the nonproject action. It is not anticipated that such actions would occur from construction, demolition, or operation in the future.

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

- i) **Surplus of Bulk Handling Facility Improvements:** The site is not located within the 100-year floodplain (FEMA panel #53011C0364D).

- ii) **Surplus of Parcel 3 Shop Building:** The building is located within the 100-year floodplain (FEMA panel #53011C0361D)
- iii) **Surplus of Berth 5 Dock Workers Building:** The building is located within the 100-year floodplain (FEMA panel #53011C0364D).
- iv) **Addition of Hickey Family Company Parcel Improvements:** Portions of the parcel are located within the 100-year floodplain (FEMA panel #53011C0363D).
- v) **Stormwater Improvements for all Port Property:** Improvements for the port's stormwater infrastructure may occur across port-owned properties, some of which lie within the 100-year floodplain.

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

No discharges of waste materials to surface waters would occur for the nonproject action. It is not anticipated that discharges would occur as the result of future construction, demolition, or operation as appropriate control measures would be in place where applicable.

b. Ground:

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 a general description, purpose, and approximate quantities if known.

No groundwater would be withdrawn from a well as a result of the nonproject action.

Future demolition, construction, and/or operation is not anticipated to withdraw groundwater from a well. Water for dust control and suppression may be brought in by water truck. Discharge of water to groundwater is not planned.

The improvements associated with the port's stormwater infrastructure may occur on other port properties where a well is located. Potential impacts would be evaluated at a future date as improvements are identified.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (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 discharges of waste materials into the ground from septic tanks or other sources would occur for the nonproject action. The structures on the Hickey Family Company Parcel are currently served by an existing septic system located on Parcel #152804000, and no changes or improvements are proposed at this time. There is an existing septic system near the Parcel 3 shop building that will be decommissioned (the surplus of the septic system was addressed in Resolution 1-2022).

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.**

No runoff would occur as a result of the nonproject action. Existing sources of runoff at the project sites are limited to stormwater runoff from structures and roads. Future stormwater improvements will be evaluated when the improvements are identified.

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

No discharges of waste materials to ground or surface waters would occur for the nonproject action. Any future construction or demolition would be required to comply with regulations regarding the handling and disposal of waste materials.

- 3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

The nonproject action will not alter or affect drainage patterns in the vicinity. Site conditions and the potential for future changes to drainage patterns are described below.

- i) **Surplus of Bulk Handling Facility Improvements:** The proposal includes ground disturbance and removal of various structures and equipment, which could have a small effect on the existing drainage patterns.
- ii) **Surplus of Parcel 3 Shop Building:** The proposal includes ground disturbance and a reduction in impervious surfaces from removal of the structure, which could have a small effect on the existing drainage patterns.
- iii) **Surplus of Berth 5 Dock Workers Building:** The proposal includes ground disturbance and a reduction in impervious surfaces from removal of the structure, which could have a small effect on the existing drainage patterns.
- iv) **Addition of Hickey Family Company Parcel Improvements:** No ground disturbing improvements are currently proposed and, therefore, no changes in drainage patterns would occur.
- v) **Stormwater Improvements for all Port Property:** Improvements will take place across port-owned properties. Future actions may affect drainage patterns, such as redirecting runoff into stormwater conveyance structures, piping, etc. Specific effects would be evaluated in the future when improvements are determined.

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

None are proposed for the nonproject action as no impacts will occur. Any future ground-disturbing work would require compliance with city, state, and federal

regulations. Permits and approvals will be obtained as required. Future construction and demolition will include BMPs as appropriate to comply with required approvals and permits. This includes compliance with VMC Chapter 14.09 (Stormwater Management).

The port's stormwater infrastructure improvements are anticipated to have beneficial impacts on surface, ground, and runoff water throughout the port's property. Potential impacts and benefits would be evaluated at a future date as improvements are identified.

4. Plants

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

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

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

other types of vegetation

- i) **Surplus of Bulk Handling Facility Improvements:** There is limited vegetation in the project area as the area consists primarily of impervious surfaces (pavement, buildings, etc.). There are some weeds and shrubs along the shoreline, near the conveyer and shiploader.
- ii) **Surplus of Parcel 3 Shop Building:** Vegetation in the project area includes grasses, ornamental shrubs and trees, weeds, Himalayan blackberry (*Rubus armeniacus*), cottonwood, alder, and evergreen (conifer) trees.
- iii) **Surplus of Berth 5 Dock Workers Building:** Vegetation on the site consists of weeds and shrubs along the shoreline.
- iv) **Addition of Hickey Family Company Parcel Improvements:** Vegetation on the site consists of grasses, weeds, trees, and shrubs throughout.
- v) **Stormwater Improvements for all Port Property:** The location(s) of improvements to support the stormwater infrastructure are not yet known. There are various types of vegetation located throughout the port and site conditions would be evaluated at the time a specific action and location are identified.

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

No vegetation would be removed for the nonproject action.

Ground disturbing at the project sites may result in the removal or alteration of some vegetation. No trees are currently anticipated to be removed, and existing trees would be protected in place consistent with local requirements and BMPs. Impacts to vegetation and trees at the project sites would be detailed in project-specific SEPA checklists and/or future permit applications required for construction and demolition activities.

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

No threatened or endangered plant species are known to occur on or near the known project sites. The WDFW website Priority Habitats and Species (PHS) on the Web does not identify any sensitive plant habitat near these properties. Improvements associated with the stormwater infrastructure could include sites with threatened or endangered plant species, which would be evaluated when locations are known.

Prior SEPA reviews at the port have noted the presence of the state sensitive plant species Western ladies tresses (*Spiranthes porrifolia*) at the port's Parcel 3 property (last documented in 2004). This species was not documented during two field surveys conducted in 2016 for the Parcel 3 berm project, which has since been constructed over the area of the previous observance location.

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

No landscaping is proposed as part of the nonproject action. Measures to preserve or enhance vegetation that could be disturbed during any construction or demolition will comply with City requirements for vegetation protection. Landscaping requirements are enumerated in VMC 20.925 (Landscaping) and include standards for protection of existing vegetation, revegetation, and the use of native plants.

It is not known whether the improvements to support the port's stormwater infrastructure would need to include measures to preserve or enhance vegetation. The need for such measures would be evaluated when specific actions are identified.

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

Himalayan blackberry (*Rubus armeniacus*), false indigo (*Amorpha fruticosa*), and reed canary grass (*Phalaris arundinacea*) are known to grow along the Columbia River, Vancouver Lake, and the flushing channel shorelines and are found in many vegetated areas around the port. Eurasian watermilfoil (*Myriophyllum spicatum*) has been documented in the same waterbodies, such as the flushing channel and Vancouver Lake. These weeds and invasive species may be located near or on sites associated with improvements tied to the stormwater infrastructure.

5. Animals

- a. **List any birds and other animals that have been observed on or near the site or are known to be on or near the site.**

Examples include:

- **Birds: hawk, heron, eagle, songbirds, other:**
- **Mammals: deer, bear, elk, beaver, other:**
- **Fish: bass, salmon, trout, herring, shellfish, other:**

Birds: WDFW's PHS on the Web identifies all of Parcel 3 and lands north of the flushing channel as part of the "Ridgefield Lowlands", which support wintering concentrations of Canada geese (*Branta canadensis*), sandhill cranes (*Grus canadensis*), tundra swans (*Cygnus columbianus*), white fronted geese (*Anser albifrons*), dabbling ducks (*Anatinae*), and nesting ducks. Parts of Parcel 3 and lands north of the flushing channel are also part of the "Vancouver Shillapoo Lake AG lands", which includes winter waterfowl habitat and is heavily used by geese populations such as Tayener, Lesser, Dusky and Cackling Canada Geese, Mallard Widgeon, and Pintail. Other bird species known to occur in the general area of the port's properties are pigeons, songbirds (robins, swallows, starlings, sparrows), bald eagle (*Haliaeetus leucocephalus*), heron, owls, hawks, geese, egrets, and osprey. Streaked horned lark (*Eremophila alpestris strigata*) have previously been documented at the Parcel 3 dredge placement site (further detailed under section 5-b, below).

Mammals: Mammal species known to occur in the general area include those common to urban environments, such as small rodents, raccoons, coyotes, feral cats, and deer. Aquatic mammals known to occur in the Columbia River include beaver, sea lions, and seals.

Fish: The Columbia River, flushing channel, and Vancouver Lake are 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.**

The nonproject action would not impact any threatened or endangered animals. Future proposals related to these projects will address the threatened and endangered species listed in this section as required; however, it is not anticipated that future demolition or construction would have a notable effect on species or habitat.

The Columbia River (and by extension, the flushing channel) is documented habitat and known to support the following Endangered Species Act (ESA) listed species of salmon, steelhead, bull trout, green sturgeon, and Pacific eulachon.

- 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/smelt (*Thaleichthys pacificus*)
 - Southern DPS
- North American green sturgeon (*Acipenser medirostris*)
 - Southern DPS

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. Future construction of the identified projects would not occur within or impact the Columbia River or the flushing channel, and these species would not be affected by the projects.

Streaked horned larks (*Eremophila alpestris strigata*) that use habitats on the Columbia River are known to utilize sandy islands and dredge placement sites in and adjacent to the river for nesting, foraging, and in some cases wintering. Streaked horned larks are listed as endangered by the State of Washington and are federally listed as threatened. The nearest designated critical habitat is downstream of the port, near Kalama, Washington. Streaked horned larks have been previously documented at the port's dredge placement site on Parcel 3 and surrounding area; however, annual surveys conducted by the U.S. Army Corps of Engineers have not detected any streaked horned lark at the site since the summer of 2016. Streaked horned larks prefer expansive areas of flat, open ground, particularly sites with minimal vegetation for nesting, and prefer sites with unobstructed views of the river. This species is unlikely to occur within any of the project sites, due to the lack of suitable habitat.

Columbian White-tailed deer (*Odocoileus virginianus leucurus*), which are state and federally listed as threatened, were relocated by the United States Fish and Wildlife Service (USFWS) to the Ridgefield National Wildlife Refuge north of the port in 2014 and 2015. The deer rely heavily on a patchy mosaic of forest-edge/woodland/prairie habitat. This species is unlikely to occur within any of the project sites, due to the lack of suitable habitat.

Other ESA-listed species that have known occurrences in Washington State but are not likely to occur on or near the project sites include the 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 on the project sites.

Non ESA-listed species

In addition to the listed species above, the following species are notable and may occur on or near the port:

- Steller sea lion (*Eumatopius jubatus*) (Eastern DPS)
- California sea lion (*Zalophus californianus*)
- Harbor seal (*Phoca vitulina*)
- Sandhill crane (*Grus canadensis*)
- Bald eagle (*Haliaeetus leucocephalus*)
- Northwestern pond turtle (*Actinemys marmorata*)
- 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. 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 port include California sea lion and harbor seal.

Sandhill cranes are listed as endangered by the State of Washington but are not federally listed under the ESA. Sandhill cranes are known to utilize the farmlands of Parcel 3 and surrounding areas. North of the flushing channel and Lower River Road is an approximately 527-acre property known as Cranes' Landing (formerly known as port Parcels 4 and 5). This property is subject to a conservation easement and is specifically managed by the owner, Columbia Land Trust, for Sandhill cranes and other species that occupy the Vancouver Lake lowlands. Much of the Cranes' Landing site is farmed to provide wintering forage in perpetuity. Fall migration of cranes in the Vancouver Lowlands typically occurs in late September through early to mid-October. Spring

migration through the Lowlands generally occurs from mid-March through mid-April. The Lowlands are used as stopover habitat during migration and for foraging by overwintering birds.

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 on Parcel 3, but the location of the nests vary by year. No bald eagle nests are currently known to be near the identified project sites.

Northwestern pond turtle is a state-listed endangered species. Northwestern pond turtles have not been documented as occurring in the vicinity of the port, but have been documented in Clark County, and have the potential to occur. Potentially suitable habitat would include emergent wetland habitats in the vicinity of Vancouver Lake.

PHS on the Web indicates the potential presence of the common loon (*Gavia immer*) in Vancouver Lake. The common loon is a Washington State-listed sensitive species. The project sites and port in general do not provide suitable habitat for common loon.

Western gray squirrel (*Sciurus griseus*) is a Washington State-listed endangered species. According to WDFW, the squirrel occupies oak woodlands and conifer forests and is not known to occur in Clark County. The project sites and port in general do not provide suitable habitat for western gray squirrel.

Ospreys are neither state nor federally listed but are a migratory bird that is protected under the Migratory Bird Treaty Act. Ospreys frequently nest in riparian areas adjacent to the Columbia River and Vancouver Lake, and routinely forage in the vicinity of the project sites. There are no known osprey nests within the vicinity of the project sites.

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

The port is located 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 aquatic species listed above.

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

No measures are proposed with respect to the nonproject action. In the future, demolition, construction and operation of the projects may include measures for preservation or enhancement as part of the permits and approvals that will be obtained, as required, on a project-specific basis.

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

No invasive animal species are known to occur specifically on or near the project sites. Invasive animal species in the vicinity of the port properties include aquatic species in

the Columbia River. Known invasive species in the river include northern pikeminnow (*Ptychocheilus oregonensis*), New Zealand mud snails (*Potamopyrgus antipodarum*), and grass carp (*Ctenopharyngodon idella*). Bullfrogs (*Rana catesbeiana*) and nutria (*Myocastor coypus*) have been observed in Vancouver Lake sloughs. In addition, European starlings (*Sturnus vulgaris*) and pigeons (*Columba livia domestica*) are known to exist in the area and are identified as invasive species by the USDA.

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.**

No energy will be used for this nonproject action. Equipment used during future construction and operation is anticipated to use electricity, renewable energy and fossil fuel (e.g., diesel and gasoline).

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

The nonproject action would not shade adjacent properties. It is not anticipated that future demolition or construction will affect solar energy use on 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.**

No energy conservation features are considered for this nonproject action. Appropriate emission control devices on equipment and reducing unnecessary idling of equipment will reduce impacts from future construction and demolition activities.

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 because of this proposal? If so, describe.**

Identified sources of possible contamination are discussed below.

1. **Describe any known or possible contamination at the site from present or past uses.**

Known or possible contamination at the project sites from present or past uses is summarized below.

- i) **Surplus of Bulk Handling Facility Improvements:** The site is located within the Kinder Morgan and NuStar portions of the "Vancouver Port of NuStar Cadet Swan" cleanup site. Previous use of the project area included fertilizer and copper concentrate bulk handling facilities. As a result of these and other past uses, contaminants of nitrate, ammonia, copper and other metals are present in soil and groundwater beneath the project area and other adjacent sites. A groundwater plume of chlorinated solvents is also known to be present on a portion of the project site. The port and current/former site

operators are currently involved in several ongoing investigations and cleanup actions in these areas in coordination with Ecology. More information can be found on Ecology's website:

<https://apps.ecology.wa.gov/cleanupsearch/site/3450>

- ii) **Surplus of Parcel 3 Shop Building:** Possible contamination at the site from present or past uses is described in the Phase 1 Environmental Site Assessment, which evaluated the parcel containing the shop building demo area and adjacent parcels (Maul Foster & Alongi, Inc., August 2000, revised March 2002). The previous farm and nearby properties have historically used herbicides and pesticides for agricultural purposes. These chemicals were likely stored on-site; however, no evidence of spills (e.g., stains, stressed vegetation) have been observed. At the farm property, activities conducted in the vicinity of a vehicle maintenance area, use of a wash pad area, and the historical application of waste oil to the dirt roads for dust suppression may have resulted in the release of hazardous substances to the soil and groundwater.

Possible contamination is also described in the Underground Storage Tanks Decommissioning and Soil Cleanup Report, Andersen Dairy, Holdner East and West Farms (Hahn and Associates, June 2003). Four underground storage tanks (USTs) were located at Andersen Dairy, with estimated capacities of approximately 1,000 gallons each. Decommissioning and cleanup of the USTs, completed in 2003, included methods such as excavating overburdened soils, monitoring for flammable vapors, and cleaning the inside of the tank. Soil testing was also conducted for each of the USTs at the property.

A Limited Pre-Demolition Hazardous Building Materials Survey Report will be completed for the shop building. Prior to commencing project activities, the port will comply with applicable regulations regarding the abatement, management and disposal of hazardous materials found on the site.

- iii) **Surplus of Berth 5 Dock Workers Building:** The building is located near the NuStar portion of the "Vancouver Port of NuStar Cadet Swan" cleanup site as described above. More information can be found on Ecology's website: <https://apps.ecology.wa.gov/cleanupsearch/site/3450>
- iv) **Addition of Hickey Family Company Parcel Improvements:** A review of Ecology's Cleanup Database does not list any cleanup sites associated with the parcel. Sediment in the upriver portion of the property is listed on Ecology's Water Quality Atlas as Category 4b sediment for elevated PCB levels in sediment and is further described in the memo to DNR and Ecology (Schwabe 2014). Elevated PCBs, nickel, sulfides, PAHs and phthalates have been detected in the sediment adjacent to the site (Maul Foster Alongi 2024)

- v) **Stormwater Improvements for all Port Property:** The improvements may occur throughout the port's properties, and therefore the site-specific conditions are unknown. Some properties at the port contain areas where contamination may be present. Actions within these areas would be addressed in future applications as appropriate.

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.

No hazardous chemicals or conditions would affect the nonproject action.

The National Pipeline Mapping System Public Viewer shows a hazardous liquid (liquid petroleum) pipeline and natural gas transmission pipeline located in the vicinity of the project sites. The hazardous liquid pipeline follows State Route (SR) 501 before coming to an end south of the port's Parcel 10 property. The gas transmission pipeline follows NW Lower River Road. Ecology's SEPA guidance recommends reviewing whether projects are located within the 660-foot project consultation zone and easements associated with the pipelines. According to Maps Online, the Hickey Family Company site and the Parcel 3 shop building are located within 660-feet of the gas transmission pipeline and associated easement. There is an existing pipeline for hazardous liquid cargos that connects Berth 5 to upland storage facilities.

Project activities would not take place near the pipelines and no disturbance would occur. No other project sites are located within the project consultation zone.

Existing contamination of underlying soils and groundwater is located in and around the Bulk Handling Facility. If such conditions are encountered, they will be managed in compliance with the procedures of the project specific CMMP.

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.

None would be stored, used, or produced for this nonproject action. Gas, oil, and grease required for standard construction equipment would be used in the future. The contractor would be required to prepare a Spill Prevention, Control, and Countermeasure (SPCC) plan to identify procedures to avoid, minimize, and, if necessary, respond to any such releases. The Bulk Cargo Facility is anticipated to handle soda ash upon project construction completion and eliminate copper concentrate and bentonite clay handling at this Terminal 2/Berth 7 facility. Several of the former Hickey Family Company Parcel structures are known to contain lead paint, PCB ballasts and asbestos according to the hazardous building materials survey (PBS, 2014).

Chemicals used during project activities and ongoing operations and maintenance would consist of those typically associated with construction and maintenance equipment, such as gasoline, diesel, and herbicides.

4. Describe special emergency services that might be required.

No special emergency services will be required for the nonproject action. Prior to construction or demolition activities, safety protocols would be developed by the contractor to reduce the need for emergency medical services at the project sites.

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

None are proposed for the nonproject action. Project activities will be completed in compliance with local, state, and federal regulations to reduce or control environmental health hazards.

Existing contamination of underlying soils and groundwater exist in and around the Bulk Handling Facility. If such conditions are encountered, they will be managed in compliance with the procedures of the project specific CMMP. Existing structures will be assessed for hazardous materials prior to demolition and managed accordingly to limit any migration of hazardous materials and health/safety considerations.

When needed, an SPCC plan will be prepared for the projects, 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 sites. In the future, permits and approvals will be obtained as required and will address project-specific BMPs required to reduce or control environmental health hazards. The port would also have a utility locate conducted prior to any excavation to identify and avoid any underground pipelines.

b. Noise

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

The project sites are subject to the general noises generated at the port, including vehicles along SR 501, the railway tracks, and port activities. Noise would not affect the nonproject action, and it is not anticipated that noise would affect the future projects.

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?

No noise will be created by the nonproject action. Future short-term noise may be generated during construction activities. This would include noise from building demolition, vehicles traveling to and from the site, construction vehicles on-site, and the operation of construction equipment. Project activities are anticipated to occur during normal construction hours (between 7 am and 8 pm).

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

No measures are needed or proposed for the nonproject action. Project activities will occur during daylight hours, equipment used will be fitted with required mufflers and the Parcel 3 berm will aid in the reduction of noise impacts to the wildlife and recreational areas to the north. Construction will be completed consistent with applicable state and local regulations (WAC 173-60, VMC 20.935.030).

8. Land and shoreline use

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.

The nonproject action will not affect current land uses on nearby or adjacent properties.

- i) **Surplus of Bulk Handling Facility Improvements:** The project site is currently used as a dry bulk marine export facility. Adjacent areas are also used for marine import/export operations, including both dry and liquid bulk, breakbulk, heavy lift, and roll on/roll off cargoes. Future demolition/removal of the surplus improvements would be consistent with the planned VBT Project and is not anticipated to affect nearby land uses.
- ii) **Surplus of Parcel 3 Shop Building:** The current use of the site is an equipment storage shop building. The demolition project will not allow for indoor equipment storage following completion. Immediate uses adjacent to the shop building consist of agricultural land to the north, east and south, and NW Lower River Road to the west. Surplus and future demolition would not affect nearby/adjacent land uses. Demolition of the surplus farm shop building is consistent with the current industrial zoning of the site.
- iii) **Surplus of Berth 5 Dock Workers Building:** The building is currently used as a general-purpose area for port staff or ship workers who are operating at the Berth 5 dock. The adjacent lands consist of heavy industrial uses and the Columbia River. Future demolition of the building would not affect nearby land uses.
- iv) **Addition of Hickey Family Company Parcel Improvements:** Parcel #152804000 is currently used for various industrial uses, including a waste management service and barge transportation service. Parcel #986029240 contains a private roadway used to access the surrounding sites, and the remainder is mostly unimproved and vacant. The parcels are situated between the port's Terminal 5 to the east and Terminal 5 West stormwater treatment ponds to the west. Hickey Marine Enterprises (an industrial use) is located further west of the property. No improvements are currently proposed for these parcels and the addition of the improvements to the port's Comprehensive Scheme would not affect nearby land uses.

- v) **Stormwater Improvements for all Port Property:** Improvements may occur across port-owned properties. The specific locations of the improvements (and adjacent land uses) are currently unknown. The potential for impacts to adjacent land uses would be evaluated on a case-by-case basis.

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 because 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?

The port's Parcel 3 property is used as working farmlands to grow grass seed by a current port tenant. While the parcel is used for agriculture, there are no designated agricultural or forest lands of long-term commercial significance within the city of Vancouver and all of the project sites are located within city limits.

The Parcel 3 project site, including the shop building and nearby structures, were historically operated by farm tenants, such as Andersen Dairy. Parcel 3 is zoned heavy industrial.

No farmland or forest land will be converted to a nonfarm or nonforest use as a result of the nonproject action, or as a result of future demolition or construction activities.

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?

The nonproject action would not affect or be affected by surrounding working farmlands. Construction and demolition activities would not affect or be affected by surrounding working farmlands. There are no working forest lands in the immediate area.

c. Describe any structures on the site.

- i) **Surplus of Bulk Handling Facility Improvements:** The property includes, but is not limited to, warehouses, unloading buildings, miscellaneous auxiliary buildings, shiploader, conveyors, and numerous other lessor-owned equipment. Building 2745 was previously identified as surplus under Resolution 1-2024.
- ii) **Surplus of Parcel 3 Shop Building:** The shop building is an 8,200 square foot building. It has reached the end of its useful life. The shop building is located near several other farm structures that were identified as surplus under Resolution 1-2022.
- iii) **Surplus of Berth 5 Dock Workers Building:** Building 2527 is a 620 square foot pile supported storage building located to the west of Berth 5. It has reached the end of its useful life.
- iv) **Addition of Hickey Family Company Parcel Improvements:** Parcel #152804000 contains various structures including eight buildings and several aboveground

storage tanks. The buildings include several warehouses, storage buildings, a small shop, and an office area. Parcel #986029240 includes the main access road for and through both parcels and the remainder is mostly unimproved without buildings.

- v) **Stormwater Improvements for all Port Property:** Improvements may occur across port-owned properties. The presence of any existing structures would be evaluated on a case-by-case basis as improvements are identified.

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

No structures will be demolished as part of this nonproject action. Demolition of structures would occur at the following sites in the future:

- i) **Surplus of Bulk Handling Facility Improvements:** Some of the buildings and equipment will be demolished and removed by VBT as they are no longer needed for port district purposes. Many of the improvements and equipment have reached the end of their useful life or are obsolete for VBT's planned redevelopment.
- ii) **Surplus of Parcel 3 Shop Building:** The shop building has reached the end of its useful life and will be demolished.
- iii) **Surplus of Berth 5 Dock Workers Building:** The building has reached the end of its useful life and will be demolished.
- iv) **Addition of Hickey Family Company Parcel Improvements:** No ground disturbing improvements are currently proposed, and no structures would be demolished.
- v) **Stormwater Improvements for all Port Property:** Improvements may occur across port-owned properties. The presence and potential demolition of any existing structures would be evaluated on a case-by-case basis as improvements are identified.

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

All of the known project sites are zoned Heavy Industrial (IH) by the City of Vancouver (City). The zoning of the locations of future stormwater improvements will be determined when the improvements are identified, but most of the port's properties are zoned IH.

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

All of the known project sites are designated IH by the City's comprehensive plan map. The designation of the locations where stormwater improvements would occur will be determined when the improvements are identified, but most of the port's properties are designated IH.

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

- i) **Surplus of Bulk Handling Facility Improvements:** A small portion of the project site (approximately 1,000 square feet containing the conveyer and shiploader) is designated High Intensity by the City's shoreline master program (SMP).
- ii) **Surplus of Parcel 3 Shop Building:** The site is designated High Intensity by the City's SMP.
- iii) **Surplus of Berth 5 Dock Workers Building:** The site is designated High Intensity by the City's SMP.
- iv) **Addition of Hickey Family Company Parcel Improvements:** Portions of the site are designated High Intensity by the City's SMP.
- v) **Stormwater Improvements for all Port Property:** There are areas within shoreline jurisdiction throughout the port's property, and it is possible that a stormwater improvement could occur in these areas. Any proposed improvements in shoreline jurisdiction would be subject to compliance with the shoreline master program.

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

This is a nonproject action and will not impact critical areas designated by the City or County. Future construction or demolition may impact certain critical areas. The presence of critical areas at each project site is described below. The entire city is located within a sole source aquifer (Troutdale Aquifer), which is designated as a category 1 critical aquifer recharge area (CARA). The presence of additional CARAs or wellhead protection areas is noted below for each site.

- i) **Surplus of Bulk Handling Facility Improvements:**
 - **Fish and Wildlife Habitat Conservation Areas (VMC 20.740.110):** The shiploader and conveyer are located adjacent to the Columbia River, which is a designated habitat conservation area. The structures are also located within the riparian management area associated with the river. See Section 5 – Animals, for further details.
 - **Frequently Flooded Areas (VMC 20.740.120):** The site is not located within the 100-year floodplain (FEMA panel #53011C0364D).
 - **Geologic Hazard Areas (VMC 20.740.130):** According to Washington's DNR's "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 identified by DNR as seismic site classes C and D-E under the National Earthquake Hazard Reduction Program (NEHRP), which qualify as a seismic hazard area for ground shaking amplification under VMC 20.740.130. There are

no other geologic hazard areas mapped, and future demolition would not be affected by seismic hazards. See Section B.1 – Earth, for further details.

- Wetlands (VMC 20.740.140): There are no wetlands mapped on the site. See Section B.3. – Water, for further details.
- Critical Aquifer Recharge Areas (VMC 14.26.115.B): The entire area within the boundary of the City is designated as a CARA because of its location above the Troutdale Aquifer and has been designated as a sole source aquifer by USEPA. As such, the entire City is now a delineated Wellhead Protection Area (City of Vancouver 2015). Although that area does not extend into the project area, according to Clark County’s MapsOnline, Environmental Public Health map set (Clark County 2024c), the VBT Project’s southeastern rail alignment crosses through the wellhead protection area for the Port’s Non-transient Non-community water system. While not classified as a City critical area, the wellhead area around Port-owned wells is covered by the Port’s wellhead protection plan, which addresses water quality, water supply, pollution prevention, and system integrity to ensure the port’s water system is adequately protected.

ii) **Surplus of Parcel 3 Shop Building:**

- Fish and Wildlife Habitat Conservation Areas (VMC 20.740.110): There are no designated fish and wildlife habitat conservation areas on the site. See Section 5 – Animals, for further details.
- Frequently Flooded Areas (VMC 20.740.12): The 100-year floodplain of the Columbia River extends across the site (FEMA panel #53011C0361D). The project would not affect or be affected by flooding on the project site.
- Geologic Hazard Areas (VMC 20.740.130): The site is mapped as having a moderate to high chance of liquefaction, which qualifies as a seismic hazard area under VMC 20.740.130. The site is mapped as seismic site class D-E under the NEHRP, which qualifies as a seismic hazard area for ground shaking amplification under VMC 20.740.130. There are no other geologic hazard areas mapped, and future demolition would not be affected by seismic hazards. See Section B.1 – Earth, for further details.
- Wetlands (VMC 20.740.140): There are no wetlands on or immediately adjacent to the building. Future demolition would not affect any wetlands on Parcel 3. See Section 2 – Water, for further details.
- Critical Aquifer Recharge Areas (VMC 14.26.115.B): The site is not within 1,900 feet of a municipal water well supply and therefore is not subject to the special protection area provisions of VMC 14.26 (Water Resources Protection). While there is an existing water supply well associated with the farm property, the well will not be affected by the nonproject action or future demolition of the surplus

structures, and the port is not proposing any changes to the well at this time. Project activities are not anticipated to impact groundwater. See Section B.3. – Water, for further details.

iii) **Surplus of Berth 5 Dock Workers Building:**

- Fish and Wildlife Habitat Conservation Areas (VMC 20.740.110): The site is located adjacent to and partially over the Columbia River, which is a designated habitat conservation area. The building is also located within the riparian management area associated with the river. See Section 5 – Animals, for further details.
- Frequently Flooded Areas (VMC 20.740.120): The site is located within the 100-year floodplain of the Columbia River (FEMA panel #53011C0363D). See Section 3 – Water, for further details.
- Geologic Hazard Areas (VMC 20.740.130): The property is identified as having a moderate to high chance of liquefaction and is designated as NEHRP site class C, which qualify as seismic hazard areas. The building is located on a steep slope of more than 25 percent, which is a landslide hazard area. There are no other geologic hazard areas identified on the site. See Section 1 – Earth, for further details.
- Wetlands (VMC 20.740.140): There are no wetlands mapped on the site. See Section 2 – Water, for further details.
- Critical Aquifer Recharge Areas (VMC 14.26.115.B): The entire area within the boundary of the City is designated as a CARA because of its location above the Troutdale Aquifer and has been designated as a sole source aquifer by USEPA. As such, the entire City is now a delineated Wellhead Protection Area (City of Vancouver 2015). Although that area does not extend into the project area, according to Clark County’s MapsOnline, Environmental Public Health map set (Clark County 2024c), the VBT Project’s southeastern rail alignment crosses through the wellhead protection area for the Port’s Non-transient Non-community water system. While not classified as a City critical area, the wellhead area around Port-owned wells is covered by the Port’s wellhead protection plan, which addresses water quality, water supply, pollution prevention, and system integrity to ensure the port’s water system is adequately protected.

iv) **Addition of Hickey Family Company Parcel Improvements:**

- Fish and Wildlife Habitat Conservation Areas (VMC 20.740.110): Portions of the parcels are designated as priority habitat (both upland and riparian). See Section 5 – Animals, for further details.

- Frequently Flooded Areas (VMC 20.740.120): Most of the parcels are located within the 100-year floodplain (FEMA panel #53011C0364D). See Section 3 – Water, for further details.
 - Geologic Hazard Areas (VMC 20.740.130): The parcels area is identified as having a moderate to high chance of liquefaction and is designated as NEHRP site class D-E, which qualify as seismic hazard areas. There are no other geologic hazard areas identified on the site. See Section 1 – Earth, for further details.
 - Wetlands (VMC 20.740.140): An NWI wetland is mapped on the north end of parcel #986029240. There are also areas identified as potential wetlands throughout the parcel area. See Section 2 – Water, for further details.
 - Critical Aquifer Recharge Areas (VMC 14.26.115.B): There are no wells located within or adjacent to the property. According to Clark County’s special wellhead protection area data, this property is not within 1,900 feet of a municipal water well supply and therefore not subject to the special protection area provisions of VMC 14.26 (Water Resources Protection). Per the SWAP map, this property is not located within a water protection area.
- v) **Stormwater Improvements for all Port Property:** Improvements may take place across port-owned properties. The presence of critical areas would be evaluated in the future on a case-by-case basis.
- i. **Approximately how many people would reside or work in the completed project?**
- No people would reside or work on a completed project as this is a nonproject action.
- Given the industrial zoning of each parcel, it is not anticipated that people would reside on any of the properties in the future.
- The future projects are not anticipated to affect the number of employees working at the port or on these properties.
- j. **Approximately how many people would the completed project displace?**
- No residents would be displaced by the nonproject action. None of the port-owned properties include residential units; therefore, no residents would be displaced by any of the future projects.
- k. **Proposed measures to avoid or reduce displacement impacts, if any.**
- No measures are proposed as there are no displacement impacts anticipated.
- l. **Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**
- This nonproject action would not affect current and projected uses and land use plans. All of the future projects are compatible with the industrial zoning, comprehensive plan designations, and, where applicable, the shoreline designations.

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

No measures are proposed as there are no agricultural or forest lands designated as having “long-term commercial significance” within the city of Vancouver.

9. Housing

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

No units would be provided as this is a nonproject action. Given the industrial zoning of each parcel, it is not anticipated that people would reside on any of the properties in the future.

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

No residents would be displaced by the nonproject action. None of the port-owned properties include residential units; therefore, no residents would be displaced by future construction or demolition.

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

No measures are proposed as there will be no displacement impacts.

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 structures are proposed under the nonproject action. The height of the stormwater improvements would be evaluated once the improvements are known. No other structures are proposed as part of these future projects.

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

No views will be altered or obstructed by the nonproject action. Future demolition of structures or construction may alter some views.

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

None proposed at this time. Aesthetic impacts from future development will be addressed, as required, by applicable local, state, and/or federal approvals and permits.

11. Light and glare

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

None will be produced by the nonproject action. Light and glare associated with construction or demolition would be limited to temporary and short-term impacts and would be generated by construction equipment and vehicles.

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

Not due to the nonproject action.

The surplus of port-owned properties as well as the Bulk Handling Facilities would not add any long-term sources of light or glare, and no improvements are currently proposed at the Hickey Family Company site. Future stormwater improvements are not expected to add any sources of light or glare, but this would be evaluated on a case-by-case basis as needed.

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

None for the nonproject action. Existing off-site sources of light and glare are not anticipated to affect demolition, construction, or use of the projects.

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

None proposed at this time, as no light and glare impacts would occur due to the nonproject action. Future construction or demolition activities will be conducted in accordance with City regulations, including limiting work to daytime hours.

12. Recreation

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

Because the project sites are located within an active port facility, there are limited designated or informal recreational opportunities in the immediate vicinity of the project sites. Where there is a recreational opportunity within a 1/4 mile of a project site, details are provided below.

- i) **Surplus of Bulk Handling Facility Improvements:** The shiploader and conveyer are located adjacent to the Columbia River, which provides opportunities for recreational boating and fishing. However, recreational use of the river shoreline of the port is currently restricted to the public because of security and safety issues associated with active working maritime industrial areas. As a result, the shoreline in the project area provides no designated or informal recreational opportunities and, as a result the project would not affect recreation.
- ii) **Surplus of Parcel 3 Shop Building:** There are no informal or designated recreational facilities on the farm property; however, recreational opportunities exist within a 1/4 mile. Vancouver Lake Regional Park is located to the east and provides picnic shelters, trails, playground equipment, and sand volleyball courts. Bicyclists are also known to bike along the shoulder of SR 501. The project would not affect recreation at Vancouver Lake Regional Park nor on SR 501.
- iii) **Surplus of Berth 5 Dock Workers Building:** The building is located adjacent to the Columbia River, which provides opportunities for recreational boating and fishing.

However, recreational use of the river shoreline of the port is currently restricted to the public because of security and safety issues associated with active working maritime industrial areas. As a result, the shoreline in the project area provides no designated or informal recreational opportunities and, as a result the project would not affect recreation.

- iv) **Addition of Hickey Family Company Parcel Improvements:** Bicyclists are known to bike along the shoulder of SR 501. There are no other recreational sites within a 1/4 mile of the property.
- v) **Stormwater Improvements for all Port Property:** Improvements will occur across port-owned properties. These properties may be in proximity to recreational opportunities; their location and potential effects will be evaluated on a case-by-case basis as appropriate. However, given the nature of stormwater improvements, it is not anticipated that the improvements would have a notable effect on recreation.

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

No recreational uses would be displaced as this is a nonproject action. It is not anticipated that any future activities would affect 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:

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

13. Historic and cultural preservation

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.

- i) **Surplus of Bulk Handling Facility Improvements:** The oldest buildings and structures in the project area were constructed in 1981. As such, they are less than 45 years old and unlikely to be eligible for listing in national, state, or local preservation registers. Per the VBT Project SEPA Checklist, an archaeological predetermination assessment for the project concluded that an archeological resource survey is not necessary. Therefore, it is not anticipated that future demolition of the surplus buildings would affect any historic or cultural resources.
- ii) **Surplus of Parcel 3 Shop Building:** AINW, a cultural resource consulting firm, completed an eligibility evaluation in the project area in August 2023 in compliance with state and local requirements to identify historical resources that may be present at the site. The shop building was not recommended as eligible for listing in the NRHP and DAHP concurred with this finding.
- iii) **Surplus of Berth 5 Dock Workers Building:** According to historic aerial imagery, the building was constructed in 1971 and is therefore over 45 years old. The port will

comply with all requirements to assess and protect any historic resources on the site.

- iv) **Addition of Hickey Family Company Parcel Improvements:** According to historic aerial imagery, some structures on the site were constructed in the 1960s and 1970s and are therefore over 45 years old. The nonproject action would have no effect on these structures, and no future site improvements are proposed at this time.
- v) **Stormwater Improvements for all Port Property:** There are known listed and eligible historic sites and structures located throughout the port's general property. However, it is not anticipated that stormwater infrastructure would affect these resources. Any potential impacts would be assessed, as needed, when the proposed improvements are identified.

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.

According to the State and County's Archaeological Predictive Model, all of the identified sites are located within areas with a higher probability of archaeological resources, and some are within an archaeological site buffer.

The port and all of the project sites are located within the Vancouver Lakes Archaeological District, which was determined eligible for listing in the National Register of Historic Places in 1982. The archaeological predictive model identifies the Vancouver Lake Lowlands and the Columbia River Shoreline as high probability areas for containing cultural resources.

It is not anticipated that any of the future actions would affect known or potential resources. Prior to construction/demolition activities, the port will prepare studies to assess cultural and historic resources as necessary to comply with local, state, and federal laws.

- i) **Surplus of Bulk Handling Facility Improvements:** According to the VBT Project SEPA checklist, an archaeological predetermination assessment was prepared for Terminal 2/Berth 7 (which included the Bulk Handling Facility Improvements) that concluded an archeological resource survey is not necessary for the VBT Project. Therefore, it is not anticipated that future demolition of the surplus buildings would affect any historic or cultural resources.
- ii) **Surplus of Parcel 3 Shop Building:** AINW completed an Archaeological Predetermination Report for the project area in December 2023 documenting previous archaeological studies and previously recorded archaeological sites and performing surface and subsurface investigations. The project area is in a very

high probability area for pre-contact and archaeological resources and the early twentieth century Andersen Dairy farmstead post-dates some earlier nineteenth century farmsteads in the project area vicinity that have been documented as archaeological resources. AINW noted that it is unlikely there is a significant archaeological site within the project area and concluded that additional archaeological work is not necessary for the project.

- iii) **Surplus of Berth 5 Dock Workers Building:** There are no known cultural or historic resources on the identified project site. While there is no tax parcel associated with the project site, the adjacent tax parcel is not within the buffer of a known archeological site. As noted above, the project site is within an area mapped as high probability areas for containing cultural resources.
 - iv) **Addition of Hickey Family Company Parcel Improvements:** There are no known cultural or historic resources on the identified parcels. As noted above, the parcels are within an area mapped as high probability areas for containing cultural resources and within the buffer of a known archeological site.
 - v) **Stormwater Improvements for all Port Property:** The improvements associated with the stormwater infrastructure project may occur throughout the port.
- 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.**

The following sources were reviewed to identify cultural and historic resources on or near the project sites: Statewide Predictive Model; City of Vancouver's data for archaeological probability; federal, state, and local historic registries; the Washington DAHP digital repository (WISAARD); the evaluation completed by AINW for Andersen Dairy; and the SEPA checklist for the VBT Project.

In addition to the surveys listed above, if determined to be needed, and prior to construction/demolition, the port will prepare studies to assess cultural and historic resources as necessary to comply with local, state, and federal laws and inform decision making.

- 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.**

No such measures are needed or proposed for the nonproject action. Structures will be evaluated, prior to removal, as required by local, state, and federal laws. If required, cultural resource surveys will be done in compliance with Vancouver's archaeological ordinance (VMC 20.710.080) and DAHP standards.

In the future, the proposed projects would be conducted in accordance with the port's standard BMPs, RCW 27.53.060 (Archaeological Sites and Resources), 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 future 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

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.

There are no proposed access routes to the existing street system as part of this nonproject action. The public streets and highways serving the project sites are identified below.

- i) **Surplus of Bulk Handling Facility Improvements:** The project site is accessed from NW Harborside Drive, which is an internal port-owned roadway that connects to W 26th Avenue.
- ii) **Surplus of Parcel 3 Shop Building:** The site is accessed from NW Old Lower River Road, which connects to SR 501. The existing gravel/dirt driveway will be used for vehicle access during project activities.
- iii) **Surplus of Berth 5 Dock Workers Building:** The project site is accessed from NW Harborside Drive, which is an internal port-owned roadway that connects to W 26th Avenue.
- iv) **Addition of Hickey Family Company Parcel Improvements:** The parcel is accessed from NW Old Lower River Road, which connects to SR 501.
- v) **Stormwater Improvements for all Port Property:** Unknown at this time as project details and locations are to be determined but will occur on port property.

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?

C-TRAN's "The Current" is an on-demand rideshare service that provides bookable rides throughout the Vancouver area. One of the service zones includes service to the Port of Vancouver and surrounding industrial area, west of the Vancouver rail yard and train station.

The nearest C-TRAN bus stop, for fixed route service, to each property is as follows (measured as the crow flies).

- i) **Surplus of Bulk Handling Facility Improvements:** The nearest stop is approximately 0.5 miles northeast at the intersection of Fruit Valley Road and 27th Street.
- ii) **Surplus of Parcel 3 Shop Building:** The nearest stop is approximately 3.6 miles east at the intersection of Fruit Valley Road and La Frambois Road.
- iii) **Surplus of Berth 5 Dock Workers Building:** The nearest stop is located approximately 0.7 miles to the northeast at the intersection of Fruit Valley Road and 27th Street.
- iv) **Addition of Hickey Family Company Parcel Improvements:** The nearest stop is located approximately 2.2 miles to the east at the intersection of Fruit Valley Road and 27th Street.
- v) **Stormwater Improvements for all Port Property:** Unknown at this time as project details are to be determined. It is not anticipated that improvements would affect or be affected by transit service.

c. 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).

The nonproject action will not require any new roads or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities. The future actions would not require new roads or improvements to existing facilities.

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

The nonproject action will not use any of these transportation resources. The project sites are located in the immediate vicinity of the port's railyards and the Columbia River. The VBT Project will use water and rail transportation. The Berth 5 Dock Workers Building is associated with water use.

e. 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?

The nonproject action will not generate any vehicular trips.

- i) **Surplus of Bulk Handling Facility Improvements:** The project area is located near rail, water, and air transportation and would use both rail and water transportation routes. Details on those transportation systems and how they are

used by both the existing facility and proposed VBT Project are provided the Final SEPA Checklist for the VBT Project.

- ii) **Surplus of Parcel 3 Shop Building:** The completed project would not generate additional vehicle trips.
- iii) **Surplus of Berth 5 Dock Workers Building:** The completed project would not generate additional vehicle trips.
- iv) **Addition of Hickey Family Company Parcel Improvements:** The completed project would not generate additional vehicle trips.
- v) **Stormwater Improvements for all Port Property:** The completed project would not generate additional vehicle trips.

f. 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.

The nonproject action will not affect or be affected by the movement of agricultural and forest products on roads or streets in the area. Construction and/or demolition could affect the movement of agricultural and forest products along SR 501 if detours or delays are required.

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

None are proposed for the nonproject action, as no transportation impacts are anticipated. In the future, traffic management plans will be created, as needed, to minimize impacts to traffic associated with future activities.

15. Public services

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.

The nonproject action will not result in an increased need for public services. It is not anticipated that demolition or construction associated with the future projects would increase the need for public services.

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

The nonproject action will not result in any direct impacts on public services. It is not anticipated that demolition or construction associated with the future projects would impact public services.

16. Utilities

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

- i) **Surplus of Bulk Handling Facility Improvements:** Available utilities include electricity, potable water, refuse service, telephone service, and sanitary sewer.
 - ii) **Surplus of Parcel 3 Shop Building:** Available utilities at the shop building include electricity, refuse service, telephone, and septic system.
 - iii) **Surplus of Berth 5 Dock Workers Building:** Available utilities include electricity.
 - iv) **Addition of Hickey Family Company Parcel Improvements:** Available utilities include electricity, natural gas, potable water, refuse service, telephone service, and septic system.
 - v) **Stormwater Improvements for all Port Property:** Unknown at this time as locations are to be determined. The availability of utilities would be evaluated on a case-by-case basis as improvements are identified.
- 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 utilities are proposed as part of this nonproject action. The port will work with utility providers and appropriate agencies prior to construction and demolition activities associated with the future projects.

- i) **Surplus of Bulk Handling Facility Improvements:** Demolition/removal would not require new connections to utility services. The port will coordinate with appropriate utility providers and agencies prior to project activities and will perform appropriate utility locates prior to any ground disturbing activities.
- ii) **Surplus of Parcel 3 Shop Building:** Demolition would not require new connections to utility services. The port will coordinate with appropriate utility providers and agencies prior to project activities and will perform appropriate utility locates prior to any ground disturbing activities. All utilities to the surplus structure will require termination.
- iii) **Surplus of Berth 5 Dock Workers Building:** Demolition would not require new connections to utility services. The port will coordinate with appropriate utility providers and agencies prior to project activities and will perform appropriate utility locates prior to any ground disturbing activities. All utilities to the surplus structure will require termination.
- iv) **Addition of Hickey Family Company Parcel Improvements:** No improvements are proposed at this time.
- v) **Stormwater Improvements for all Port Property:** Improvements will occur across port-owned properties and may impact utilities, typically improving stormwater utilities. Impacts will be evaluated as improvements are identified.

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.

X *Monty Edberg*

Type name of signee: Monty Edberg

Position and agency/organization: Director of Engineering and Project Delivery, Port of Vancouver

Date submitted: December 30, 2024

D. Supplemental sheet for nonproject actions

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

The nonproject action of amending this Comprehensive Scheme would not cause impacts or discharges to water or air, or release toxic or hazardous substances, or produce noise. The responses to the questions provided in this SEPA checklist and in the documents incorporated by reference (listed at the beginning of section B) detail the potential impacts for the projects included in this Comprehensive Scheme amendment. Generally, the demolition or construction of these projects may produce short-term air emissions, noise, and storage of construction equipment that could be considered hazardous. The future actions would not result in long-term impacts such as increases in discharge to water, air emissions, production or storage toxic or hazardous substances, or increases in noise.

- **Proposed measures to avoid or reduce such increases are:**

No measures are needed for the nonproject action. Applicable avoidance measures have been provided in this SEPA checklist and in the documents incorporated by reference for the projects included in this Comprehensive Scheme amendment.

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

The nonproject action would not impact plants, animals, fish, or marine life. The responses to the questions provided in section B of this SEPA checklist, and in the documents incorporated by reference, detail the potential impacts for the projects included in this Comprehensive Scheme amendment.

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

Applicable avoidance measures have been provided in this SEPA checklist and in the documents incorporated by reference for the projects included in this Comprehensive Scheme amendment.

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

This nonproject action would not deplete energy or natural resources. The responses to the questions provided in section B of this SEPA checklist and in the documents incorporated by reference detail the potential impacts for the projects included in this Comprehensive Scheme amendment.

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

No measures are proposed for the nonproject action. Applicable avoidance measures have been provided in this SEPA checklist and in the documents incorporated by reference for the projects included in this Comprehensive Scheme amendment.

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

This nonproject action would not affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection. The responses to the questions provided in section B of this SEPA checklist and in the documents incorporated by reference detail the potential impacts for the projects included in this Comprehensive Scheme amendment. The future activities or uses associated with the five projects included in this Comprehensive Scheme amendment are not anticipated to affect the resources listed above, as they are either limited in the project areas and/or appropriate measures would be taken to avoid, minimize, and protect existing resources.

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

No measures are proposed for the nonproject action because no impacts would occur to the resources listed above. Applicable avoidance measures have been provided in this SEPA checklist and in the documents incorporated by reference for the projects included in this Comprehensive Scheme amendment.

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

The nonproject action and future activities would not negatively affect land or shoreline uses or encourage uses incompatible with existing plans. The future activities are consistent with the zoning, comprehensive plan designations, and shoreline designations of each site and adjacent properties.

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

No measures are proposed for the nonproject action or the future activities because they will not impact shoreline resources or land uses in the area.

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

The nonproject action would not increase demands. The responses to the questions provided in section B of this SEPA checklist and in the documents incorporated by reference detail the potential impacts for the projects included in this Comprehensive Scheme amendment. It is not anticipated that the future actions would increase demands on transportation or public services and utilities.

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

No measures are proposed as the nonproject action would not increase demands on transportation or public services and utilities. Applicable measures to reduce or respond to an increase in demand have been provided in this SEPA checklist and in the documents incorporated by reference for the projects included in this Comprehensive Scheme amendment.

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

The proposal to amend this Comprehensive Scheme does not conflict with local, state, or federal laws for the protection of the environment. The port will obtain all necessary permits and approvals prior to completing any of the projects. The proposal fulfills the port's requirement to amend its Comprehensive Scheme of Harbor Improvements and Industrial Development (RCW 53.20.020).



Surplus Bulk Handling Facility Improvements

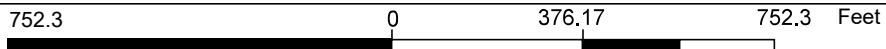


Legend

- Buildings and Structures
- Building Footprints
- Taxlots

Notes:

1: 4,514



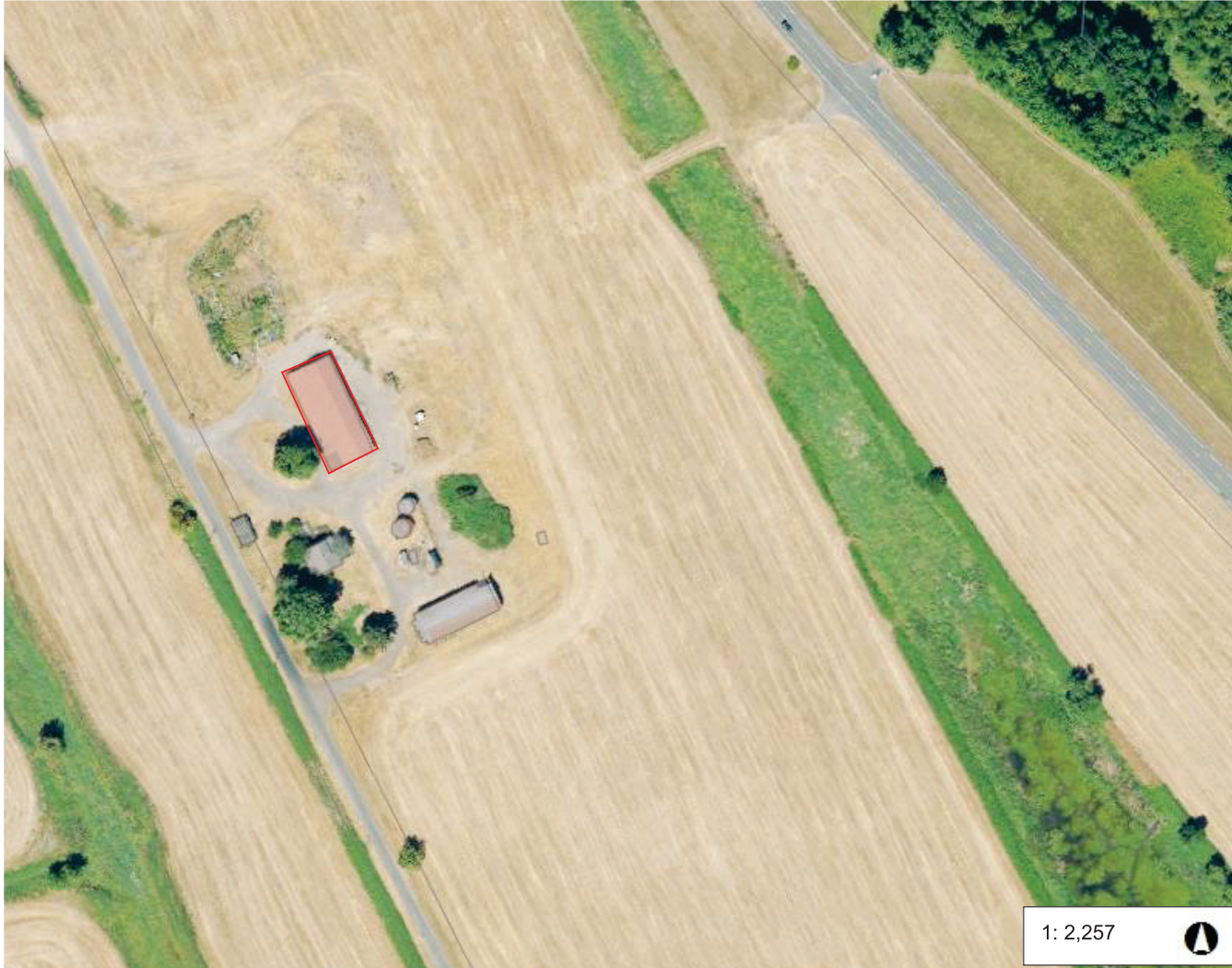
WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - <http://gis.clark.wa.gov>

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Exhibit B




Surplus of Parcel 3 Shop Building



Legend

-  Building Footprints
-  Taxlots

Notes:

1: 2,257 

376.2 0 188.08 376.2 Feet

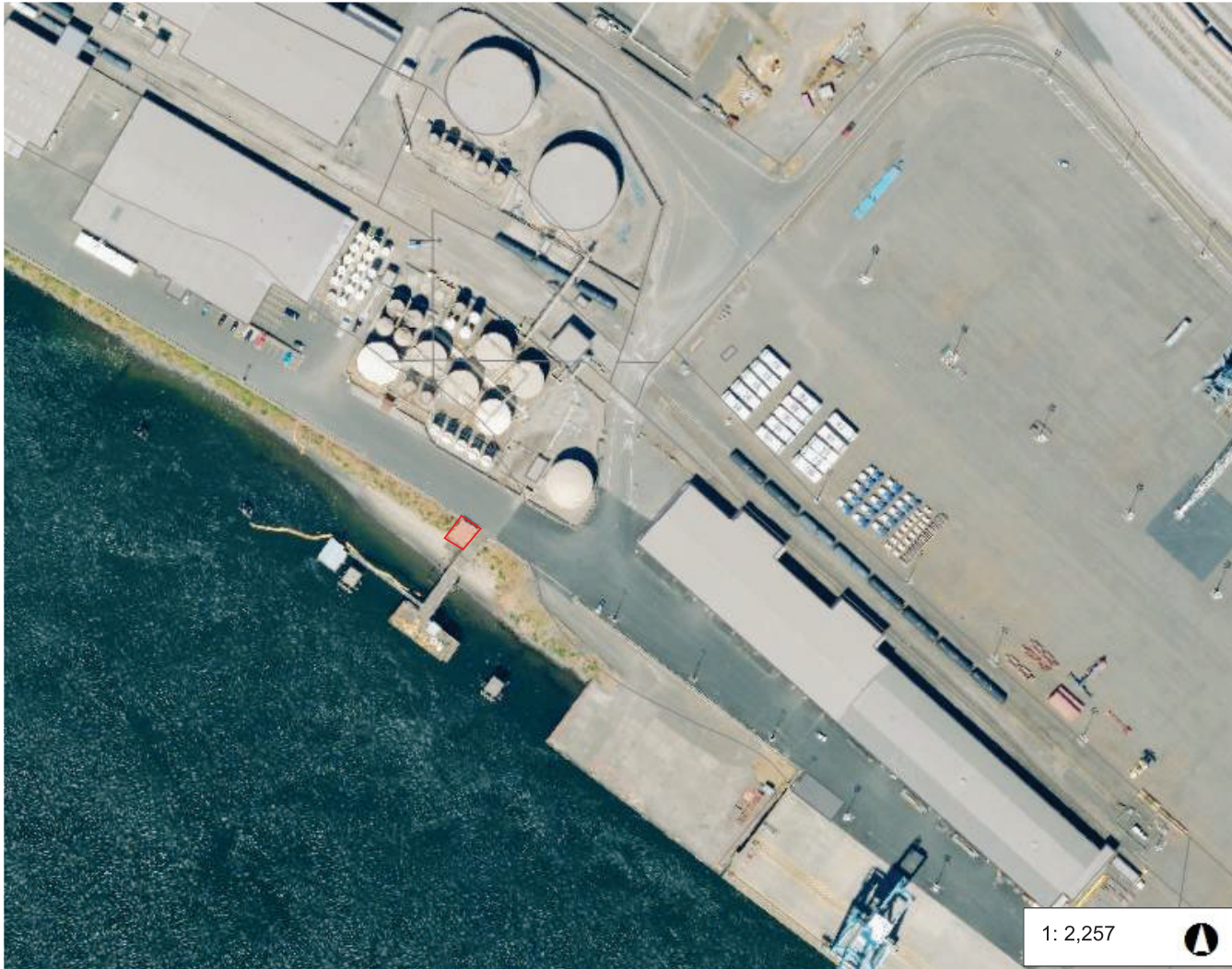
WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - <http://gis.clark.wa.gov>

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Exhibit C



Surplus of Berth 5 Workers Building



Legend

- Building Footprints
- Taxlots

Notes:

1: 2,257

376.2 0 188.08 376.2 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.



Addition of Improvements on Parcels #152804-000, #986029-240 and DNR Aquatic Parcel





#152804-000 is outlined in RED

#986029-240 is outlined in BLUE

DNR Aquatic Land is outlined in GREEN

Legend

-  Building Footprints
-  Taxlots

Notes:

1: 9,028



1,504.7 0 752.33 1,504.7 Feet