

**SUBMIT TO:**

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

<b><u>SEPA ENVIRONMENTAL CHECKLIST</u></b>	<b><u>WAC 197-11-960</u></b>
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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 (Contact: Monty Edberg)</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>153310000, 48840000</u>	
Legal description: Lot(s) <u>See Exhibits A &amp; B</u> Block(s) <u>n/a</u> Plat name <u>n/a</u> <small>(If a Metes and Bounds description, check here <input type="checkbox"/>, and attach narrative to this application.)</small>	
Site Address (if any): <u>parcel 153310000: 8211 NW Old Lower River Road, Vancouver, WA 98660,</u> <u>parcel 48840000: no site address</u>	

***Purpose of checklist:***

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

***Instructions for applicants:***

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

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

***Instructions for Lead Agencies:***

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

***Use of checklist for nonproject proposals:*** [\[help\]](#)

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

## A. Background [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

*Amendment of the Port of Vancouver USA Comprehensive Scheme of Harbor Improvements and Industrial Development, Resolution 5-2020.*

2. Name of applicant: [\[help\]](#)

*Port of Vancouver USA*

3. Address and phone number of applicant and contact person: [\[help\]](#)

*Contact Person: Monty Edberg  
Applicant: Port of Vancouver USA  
3103 NW Lower River Road  
Vancouver, WA 98660  
360.693.3611*

4. Date checklist prepared: [\[help\]](#)

*September 2020*

5. Agency requesting checklist: [\[help\]](#)

*Port of Vancouver USA*

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

*The proposed adoption of amendments to the port's Comprehensive Scheme of Harbor Improvements and Industrial Development (herein Comprehensive Scheme) would occur following a public hearing anticipated to be held sometime in October-November 2020. The exact date is to be determined but will be advertised as required by law.*

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

*The proposed action of amending the Comprehensive Scheme meets the definition of a "nonproject action" under the SEPA rules (Washington Administrative Code [WAC] 197-11-704). Please refer to Section A.11 and the supplemental sheet for nonproject actions for a description of future activity connected with this proposal.*

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

*i) Surplus of Lechtenberg Farm Structures*

- *Phase I Environmental Site Assessment for Columbia Gateway (Maul Foster & Alongi, Inc., August 2000, Revised March 2002)*

- *Cultural Resource Survey for Lechtenberg Farm (AINW, August 2020)*

ii) *Acquisition of Property at Terminal 1*

- *City of Vancouver Waterfront Sanitary Force Main Archaeological Monitoring Results (AINW, December 2018)*
- *Phase I Environmental Site Assessment - Clark County Tax Lots 48840000, 48850000 and Interlaying Property, Vancouver, Washington 98660 (Maul Foster Alongi, May 2020)*
- *Utility Corridor Soil Sampling – Port of Vancouver USA Terminal 1 (Maul Foster Alongi, June 2017)*
- *The following SEPA documents will be incorporated by reference per WAC 197-11-600:*
  - *SEPA Checklist: Amendment of the Port of Vancouver USA Comprehensive Scheme of Harbor Improvements and Industrial Development (Resolution No. 2-2017) (Port of Vancouver, August 2017)*
  - *SEPA Notice of Determination of Nonsignificance: Resolution No. 2-2017, Amendment of the Port of Vancouver USA Comprehensive Scheme of Harbor Improvements and Industrial Development (Port of Vancouver, September 2017)*
  - *SEPA Addendum: Resolution No. 2-2017, Amendment of the Port of Vancouver USA Comprehensive Scheme of Harbor Improvements and Industrial Development (Port of Vancouver, September 2017)*
  - *SEPA Notice of Action: Resolution No. 2-2017, Amendment of the Port of Vancouver USA Comprehensive Scheme of Harbor Improvements and Industrial Development (Port of Vancouver, March 2018)*

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

*There are no known applications pending for government approval.*

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

*No other government approvals will be necessary for the port Commissioners to approve the Resolution to amend the Comprehensive Scheme.*

*Future demolition of structures at Lechtenberg Farm is anticipated to require the following approvals or reviews:*

- *City of Vancouver demolition permit,*
- *Southwest Clean Area Agency Notice of Demolition and/or Notice of Intent to Remove Asbestos,*
- *Washington Department Archaeology and Historic Preservation (DAHP) eligibility concurrence and Memorandum of Agreement outlining mitigation measures,*
- *Clark County Public Health septic decommission notification.*

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

*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 the Comprehensive Scheme by way of resolution.*

*The subject of this Comprehensive Scheme amendment is:*

*i) Surplus of Lechtenberg Farm Structures*

*The identification of structures/improvements at the port-owned Lechtenberg Farm as surplus to the port's needs. Under RCW 53.08.090, the port's 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. The amendment addressed in this checklist is a nonproject action.*

*The surplus structures/improvements consist of a single-family residence, a barn, and several outbuildings. See Exhibit A. In the future, the port intends to remove the existing farm buildings as they are no longer in use and pose a safety risk left standing. In addition to the buildings, there is an existing septic system and an underground water cistern associated with the single-family residence. The septic system will be decommissioned in accordance with state and local guidelines. The underground water cistern is no longer in use and has been used for refuse by prior occupants. The port intends to access and properly dispose of the garbage inside and then fill the cavity with an appropriate fill material.*

*The nonproject action that is the subject of this SEPA checklist is only the adoption of the amendment to the Comprehensive Scheme and not the actual demolition. The demolition project will undergo appropriate environmental review and is addressed in this SEPA document where appropriate to provide additional detail.*

*ii) Acquisition of Property at Terminal 1*

*The acquisition of property within the port's Terminal 1 Waterfront Development Master Plan. The port and Columbia Waterfront LLC have agreed to transfer ownership of Parcel #48840000 (0.83 acres) located in Vancouver, WA from Columbia Waterfront LLC (the current owner) to the port to facilitate development of the parties' adjacent waterfront development projects. See Exhibit B. The parcel was included in the port's Concept Development Plan for the Terminal 1 Waterfront Development project which was approved by the City of Vancouver on June 19, 2017 (City of Vancouver Ordinance M-4202). The City determined the port's Concept Development Plan was consistent with development impacts analyzed in the Vancouver City Center Vision Subarea Plan Final Supplemental Environmental Impact Statement. Additionally, the port amended its Comprehensive Scheme of Harbor improvements on September 13, 2016 (Resolution 6-2016), which underwent SEPA review (Port of Vancouver, Determination of Nonsignificance, August 23, 2016).*

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if

reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

i) *Surplus of Lechtenberg Farm Structures*

*The port-owned Lechtenberg Farm is located on the port's property known as "Parcel 3". Within Parcel 3, the farm property is located on one tax parcel (parcel number 153310000). The area within which the farm structures/improvements are located is approximately 2.5 acres. The site address is 8211 NW Old Lower River Road, Vancouver, WA 98660. The structures/improvements are located in the SW 1/4, Section 12, Township 2N, Range 1W.*

ii) *Acquisition of Property at Terminal 1*

*The property to be acquired is located in Vancouver, WA, north of Columbia Way, south of the BNSF rail line, east of Esther Street and west of Columbia Street. The property's associated parcel number is 48840000. The property is approximately 0.83-acres and is located in the SW 1/4, Section 27, Township 2N, Range 1E.*

**B. ENVIRONMENTAL ELEMENTS** [\[help\]](#)

*Because previous SEPA documents will be incorporated by reference for the nonproject action of Acquisition of Property at Terminal 1 (see Section A.8.), discussion in this section for that nonproject action will be limited only to information not previously discussed in adopted SEPA documents related to the acquisition parcel. Therefore, answers in this section only address the nonproject action of Surplus of Lechtenberg Farm Structures, unless otherwise noted.*

**1. Earth** [\[help\]](#)

a. General description of the site: [\[help\]](#)

(circle one)  Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_

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

*According to the Clark County GIS database "Maps Online", the Lechtenberg Farm structures are all located on slopes of less than 5%. There are steeper slopes (5-10%) mapped to the west of the structures.*

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)

*The United States Department of Agriculture (USDA) Natural Resource Conservation Service and Maps Online were reviewed to identify soil types near the surplus structures. The area containing the farm structures is mapped as Newberg silt loam, with the following characteristics.*

- *Newberg silt loam, 0 to 3% slopes (NbA)*

- Hydrologic Soil Group: B
- Hydrologic Soil Rating: No
- Drainage Class: Well drained
- Western Washington Hydrology Model (WWHM) Soil Group: 2
- WWHM Soil Group Description: Well drained soils
- Frequency of flooding: None, Occasional
- Farmland classification: Prime farmland if protected from flooding or not frequently flooded during the growing season

*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.*

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

*According to SEPA guidance, "unstable soils" refers to areas subject to mass wasting (rapid erosion) or landslides. Per Maps Online, there are no mapped landslide hazard areas or severe erosion hazards on the Lechtenberg Farm site.*

*While there are no areas meeting this definition of "unstable soils", there are areas mapped as other types of geologic hazards, including areas that are subject to liquefaction and seismic shaking. Liquefaction susceptibility refers to the likelihood that underlying soils will lose their strength and behave as liquid when exposed to ground shaking during earthquake events. The site is mapped as having a moderate to high chance of liquefaction, which qualifies as a seismic hazard area for liquefaction under the Vancouver Municipal Code (VMC), section 20.740.130.*

*The site is identified as National Earthquake Hazards Reduction Program (NEHRP) site class D-E. NEHRP categorizes the potential for enhanced or amplified ground shaking and assigns a site class ranging from A (the best - hard rock) to F (the worst – soft clay or swamp muck). Site class D-E qualifies as a seismic hazard area for ground shaking amplification under VMC, Chapter 20.740.130.*

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

*No filling, excavation, or grading is proposed as this is a nonproject action. Future demolition of structures may include placement of earthen materials to backfill areas of excavation or building foundations and tank decommissioning.*

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

*No erosion would occur as a result of the nonproject action. Erosion could occur under a future project action due to disturbance of soils by construction equipment and during removal of foundations. Permits and approvals will be obtained as required on a project specific basis,*

which will identify the Best Management Practices (BMPs) required to limit the potential for erosion.

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

*There would be no change to the amount of impervious surface as a result of the nonproject action. Impervious surfaces at the Lechtenberg Farm currently consist of the structures and a gravel driveway, and therefore the amount of impervious surface would be reduced in the future as a result of demolition.*

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

*No measures are proposed for the nonproject action as no ground disturbance will occur. Future demolition of farm structures will include BMPs for erosion control as appropriate to comply with local, state, and federal regulations.*

## 2. Air [\[help\]](#)

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

*No emissions would occur as a result of the nonproject action. Future site development may include general types of emissions associated with demolition of the farm structures (e.g. emissions from construction vehicles and equipment, dust, etc.).*

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

*No off-site emissions or odor would affect the nonproject action. In the future, the demolition of farm structures would not be affected by emissions or odor.*

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

*No measures are needed to reduce or control emissions as the nonproject action will not produce any. Future farm structure demolition activities would include emission control measures as appropriate to comply with local, state and federal regulations as well as any permit requirements.*

## 3. Water [\[help\]](#)

- a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

*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 or within the width of the floodplain. The farm site is within the floodplain of the Columbia River (further addressed under question 5, below), however the river is over 500-feet from the farm*

structures. Surface waterbodies within 300-feet of the structures include the flushing channel to the north, which connects the Columbia River to Vancouver Lake, and some mapped and potential wetlands to the west and southeast. The single-family home is the only structure within 300-feet of the flushing channel and is located approximately 200-feet from the edge of the flushing channel.

The well house is located within 300-feet of a freshwater forested/shrub wetland mapped along the Columbia River shoreline by the National Wetlands Inventory. Maps Online identifies potential depressional wetlands to the east and southeast of the structures. The barn, wood shed, well house, and worker's cottage are within 300-feet of these potential wetlands. A 2006 preliminary wetland assessment conducted for Parcel 3 indicated wetlands in the vicinity of, but not immediately adjacent to, the farm structures. No wetlands are anticipated to be impacted during demolition. Any future ground disturbing work would require compliance with state regulations and the wetlands protections of the City's shoreline master program.

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

*No work will be required over, in, or immediately adjacent to water for the nonproject action. Demolition of the single-family home would take place approximately 200-feet from the flushing channel, and demolition of the barn would take place approximately 200-feet from the potential wetland identified above. No wetlands are anticipated to be impacted during demolition.*

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)

*No fill or dredge materials will be placed in or removed from surface water or wetlands for the nonproject action. It is not anticipated that this type of work would occur as a result of the future demolitions.*

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

*No surface water withdrawals or diversions would occur for the nonproject action. These actions would also not occur for demolition in the future.*

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

*The structures all lie within the 100-year floodplain of the Columbia River (Federal Emergency Management Agency [FEMA] panel #53011C0342D).*

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

*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 demolition as appropriate erosion control measures would be in place.*



b. Ground Water:

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

*Not as a result of the nonproject action. Future demolition is unlikely to discharge water to groundwater. There is an existing water well onsite at the Lechtenberg farm that serves the property (drinking water, irrigation) that may be used to support future site activities (dust control, etc.).*

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

*No discharges of waste materials into the ground from septic tanks or other sources would occur for the nonproject action. There is an existing septic system on the Lechtenberg Farm site. The septic system will be decommissioned in accordance with local and state requirements as part of the planned future demolition project.*

*The water cistern associated with the single-family home is no longer in use and is filled with refuse. The port will remove the trash inside the cistern and replace it with an appropriate fill material. No waste material would be discharged as a result of this future action.*

c. Water runoff (including stormwater):

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

*Existing sources of runoff at the Lechtenberg Farm site are limited to stormwater runoff from the structures and gravel road. Stormwater runoff flows to the pervious surfaces on site and is absorbed.*

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

*No discharges of waste materials to ground or surface waters would occur for the nonproject action. Any future demolition at the Lechtenberg Farm 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. [\[help\]](#)

*The nonproject action will not alter or affect drainage patterns in the vicinity. The future planned demolition of farm structures would include ground disturbance and a reduction in impervious surfaces that could have a small effect on the existing drainage patterns. Permits and approvals will be obtained as required for the demolition.*

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

*None are proposed for the nonproject action as no impacts will occur. Future demolitions will include BMPs as appropriate to comply with local, state and federal regulations. This includes compliance with VMC Chapter 14.09 (Stormwater Management). Permits and approvals will be obtained as required on a project specific basis.*

#### 4. Plants [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)

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

*Vegetation in the project area includes grasses, ornamental shrubs, weeds, Himalayan blackberry (*Rubus armeniacus*), cottonwood, alder, and conifer trees.*

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

*No vegetation is planned to be removed for the nonproject action. Demolition of the farm structures may disturb vegetation that has grown on or around the structures.*

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

*No threatened or endangered plant species are known to occur on or near the farm property. The Washington Department of Fish and Wildlife (WDFW) website Priority Habitats and Species (PHS) on the Web does not identify any sensitive plant habitat on Parcel 3. Prior SEPA reviews at the port have noted the presence of the state sensitive plant species Western ladies tresses (*Spiranthes porrifolia*) at Parcel 3 (although not in the area of the farm structures) which was 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: [\[help\]](#)

*No landscaping is proposed as part of the nonproject action. Measures to preserve or enhance vegetation that could be disturbed during demolition of the farm structures will comply with City requirements for vegetation protection. Landscaping requirements in the city are enumerated in*

VMC 20.925 (Landscaping) and include standards for protection of existing vegetation, re-vegetation, and the use of native plants.

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

*Eurasian watermilfoil (Myriophyllum spicatum) has been documented in the Columbia River to the west of the farm property, in the flushing channel to the north of the farm property, and in Vancouver Lake to the east of the farm property. 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.*

## 5. Animals [\[help\]](#)

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

Examples include:

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

Birds: WDFW's PHS on the Web identifies all of Parcel 3 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. Other bird species known to occur in the general area are those common to urban environments, such as pigeons and songbirds (robins, swallows, starlings, sparrows). Bald eagle (*Haliaeetus leucocephalus*), heron, hawks, geese, egrets and osprey have been observed near the site. Streaked horned lark (*Eremophila alpestris strigata*) have previously been documented at the Parcel 3 dredge placement site (further detailed under question B, below).

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

Fish: The Columbia River is known to support numerous species of fish including salmon and trout. The river is over 500 feet from the surplus farm properties.

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

The following Endangered Species Act (ESA)-listed species are known to, or could potentially occur on or near Parcel 3:

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

*The Columbia River (and by extension, the flushing channel north of the farm property) is documented habitat and known to support the above-mentioned species of federally listed salmon, steelhead, bull trout, green sturgeon, and Pacific eulachon. The Columbia River is also designated critical habitat for all of the above mentioned DPS/ESUs of salmon, steelhead, bull trout, green sturgeon, and Pacific eulachon. However, the project does not occur within or propose any impacts to the Columbia River or to the flushing channel, and these species will not be affected by the project.*

*Streaked horned larks 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. The nearest designated habitat is downstream of the port, near Kalama, Washington. Streaked horned larks have been previously documented at the port's Parcel 3 dredge placement site and surrounding area, however annual surveys conducted by the US 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. Vegetation at the farm site is too dense to provide suitable nesting habitat for streaked horned larks, and the site does not provide the open expansive views of the river (due to an existing levee) that would be preferred by larks for nesting. In addition, neither the adjacent berm site nor the adjacent dredge*

material placement site is considered to be suitable nesting habitat. The port conducted a survey for streaked horned larks at the berm site prior to beginning construction in June 2019 and no streaked horn larks were observed. The survey further concluded that the berm site did not contain suitable lark habitat. As the farm site does not have the characteristics of suitable lark habitat, lark are not expected to be impacted by future demolition.

Columbian White-tailed deer (*Odocoileus virginianus leucurus*) were relocated by the U.S. Fish and Wildlife Service (USFWS) to the Ridgefield National Wildlife Refuge north of Parcel 3 in 2014 and 2015. The deer rely heavily on patchy mosaic of forest-edge/woodland/prairie habitat. Deer are not known to use the project site but have been observed in the area.

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

### **Critical Habitats**

Streaked horned lark critical habitat includes several specifically identified sandy dredge deposit locations in and adjacent to the Lower Columbia River but does not include any areas of the port or Clark County. The nearest designated critical habitat is downstream of the port, near Kalama, Washington.

### **Non ESA-listed species**

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

- Steller sea lion (*Eumatopius jubatus*) (Eastern DPS)
- Sandhill crane (*Grus canadensis*)
- Bald eagle (*Haliaeetus leucocephalus*)
- Pacific 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 de-listing it was a federally threatened species under the ESA. Steller sea lions are still listed as threatened by the State of Washington. 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 (*Zalophus californianus*) and harbor seal (*Phoca vitulina*).

Sandhill cranes are listed as endangered by Washington but are not federally listed under the ESA. Sandhill cranes are known to utilize Parcel 3 and surrounding areas. WDFW has mapped migratory occurrence locations of sandhill cranes on agricultural land on Parcel 3. 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 will be farmed to provide wintering forage in perpetuity. Fall migration of cranes in the Vancouver Lowlands typically occurs in late September and early to mid-October. Spring migration through the Lowlands generally occurs from mid-March to mid-April. The Lowlands are used as stopover

*habitat during migration and for foraging by over-wintering birds.*

*The bald eagle is currently a species of concern (federal) and state-listed sensitive. Bald eagles are protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act and are state-listed as sensitive. 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 farm structures.*

*Western Pond Turtle is a state-listed endangered species. Western Pond Turtle 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. The project site does not provide suitable habitat for western pond turtle.*

*PHS on the Web indicates the potential presence of the common loon (*Gavia immer*) in Vancouver Lake, east of the project site. The common loon is a Washington State-listed sensitive species. The project site does not provide suitable habitat for common loon.*

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

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

*The general area is within the Pacific Flyway, a broad migratory corridor that extends from Alaska to Central America and is used by waterfowl, eagles, hawks, falcons, songbirds, sandhill cranes and shorebirds. Parcel 3 is known to be used by migrating sandhill cranes for resting and feeding.*

*The Columbia River is a known migration route for the aquatic species listed above.*

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

*No measures are proposed with the nonproject action. Future site development 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. As previously noted (see 5.b), the port conducted a streaked horned lark survey prior to commencing construction for the Parcel 3 berm project. No larks were observed, and biologists determined the site did not contain suitable lark habitat. Because the farm property contains similar characteristics as the adjacent berm site, it is not anticipated that larks are present or would be impacted.*

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

*No invasive animal species have been documented on the 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 and nutria 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 [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)

*No energy will be used for this nonproject action. Equipment used during future demolition of farm structures will use fuel to power the equipment, likely diesel and gasoline.*

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

*The nonproject action would not shade adjacent properties. It is not anticipated that future demolition 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: [\[help\]](#)

*None for this nonproject action. Appropriate emission control devices on equipment and reducing unnecessary idling of equipment will reduce impacts from future demolition activities.*

## 7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)

*There are no environmental health hazards that could occur as a result for the nonproject action. Identified sources of possible contamination are discussed further below.*

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

i) *Surplus of Lechtenberg Farm Structures*

*Possible sources of contamination at the Lechtenberg Farm property are described by the Phase I ESA which evaluated the parcel containing the Lechtenberg Farm and the three other immediately adjacent parcels comprising the Columbia Gateway property (Maul Foster & Alongi, 2000).*

*The water supply at the Lechtenberg Farm parcel was impacted by a historical release of diesel fuel. Additionally, the farm and nearby properties have historically used herbicides and pesticides for agricultural purposes. These chemicals were likely stored on site. Waste oil was applied to dirt roads to the east and southeast of Lechtenberg Farm to aid in dust suppression.*

*The site is in proximity to the former Vanalco Aluminum Plant site, the Bonneville Power Administration (BPA) Substation and the West Van Materials Recovery Transfer Station, all located south/southeast of Lechtenberg Farm.*

ii) *Acquisition of Property at Terminal 1*

*A soil sampling investigation completed by Maul Foster & Alongi was conducted to determine potential soil impacts along the utility corridor and to evaluate whether the soil may require special handling or disposal during development at Terminal 1 (Maul Foster & Alongi, June 2017). Soil samples were analyzed for gasoline-range and diesel-range total petroleum hydrocarbons (TPH), and if deemed necessary, for metals, volatile organic compounds (VOCs), polychlorinated biphenyls (PCBs), and/or polycyclic aromatic hydrocarbons (PAHs). Of the fourteen samples submitted to the laboratory for analysis, one exceeded the Model Toxics Control Act (MTCA) cleanup levels. The exceedances for this sample taken at 2.5 feet below ground surface included gasoline-range hydrocarbons, diesel- and lube-oil range hydrocarbons, PCBs, and cPAH TEQ. The deeper sample collected in the same area did not have petroleum hydrocarbon detections above the laboratory reporting limits. Therefore, the impacts in this area appear to be limited to shallow soil.*

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

i) *Surplus of Lechtenberg Farm Structures*

*There are no known underground hazardous liquid or gas transmission pipelines within the Lechtenberg project site. The National Pipeline Mapping System (NPMS) Public Viewer maps a utility corridor containing natural gas and liquid petroleum transmission pipelines over 0.5 miles to the east of the closest farm structure. Demolition would not take place near the pipelines and no disturbance would occur. Hazardous chemicals stored onsite (associated with agricultural activities) have since been removed in accordance with the lease conditions of the previous tenant.*

ii) *Acquisition of Property at Terminal 1*

*Section 7.a.1. addresses existing hazardous chemicals/conditions on the Terminal 1 acquisition property. Per the NPMS Public Viewer maps, there are no known underground transmission pipelines near the Terminal 1 property.*

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

i) *Surplus of Lechtenberg Farm Structures*

*None would be used for this nonproject action. Future demolition will include a spill kit to be kept onsite should a spill from equipment occur.*

ii) *Acquisition of Property at Terminal 1*

*None would be used for this nonproject action. Future construction activities will include a spill kit to be kept onsite should a spill from equipment occur.*

- 4) Describe special emergency services that might be required. [\[help\]](#)



*No special emergency services will be required for the nonproject action. Future demolition and development activities on the sites are not anticipated to require special emergency services.*

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

i) *Surplus of Lechtenberg Farm Structures*

*None are proposed for the nonproject action. In the future, permits and approvals will be obtained as required for demolition of the farm structures and will address BMPs required to reduce or control environmental health hazards. BMPs will be implemented during future demolition in compliance with permits.*

ii) *Acquisition of Property at Terminal 1*

*None are proposed for the nonproject action. During future construction on the Terminal 1 property, soils may be encountered that have the potential to contain contaminants. Areas of contaminated soil identified at the site during the previously completed investigation (Maul Foster & Alongi, 2017) will be removed where the construction footprint overlaps those locations. The contaminated material will be removed and disposed of in accordance with state and federal regulatory requirements. BMPs, including commitments to adhere to applicable regulations, will be identified as part of the project permits.*

b. Noise [\[help\]](#)

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

*The Lechtenberg Farm site is in proximity to the BPA Substation, the West Van Materials Recovery Transfer Station, the Hickey Marine site and Tidewater Barge. In addition, general vehicle noise is generated along State Route (SR) 501. Noise would not affect the nonproject action or future demolition of the farm structures.*

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

*None will be created by the nonproject action. Future short-term noise may be generated during demolition of the farm structures.*

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

*None are needed or proposed for the nonproject action. The Parcel 3 berm will aid in the reduction of noise impacts to the wildlife and recreational areas to the north.*

8. **Land and Shoreline Use** [\[help\]](#)

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

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

*Lechtenberg Farm site is currently vacant and not used for a specific activity. The port maintains the site by controlling vegetation and securing the property/structures. The Parcel 3 berm is located north of the farm structures. It is anticipated that future uses on Parcel 3, including the former farm property, will consist of industrial activities, consistent with the uses allowed by the current zoning.*

*Uses adjacent to the farm property are low intensity with little to no development of permanent structures. Nearby uses include the landscaped berm to the north/northeast and the Parcel 3 dredge disposal site to the south/southeast. Further south/southeast are agricultural uses including land currently devoted to growing corn for use as silage. Other uses in the area include Vancouver Lake Regional Park (Clark County) to the east across Lower River Road, and a Clark County Parks-owned parking area for access to the trails to Frenchman's Bar Park and Vancouver Lake Regional Park across the flushing channel to the north.*

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

*The Lechtenberg property was used as working farmlands in the past but has since been rezoned for heavy industrial use. No agricultural or forest activities are occurring at the property at this time and the property is not enrolled in farmland or forest tax programs. There are no agricultural or forest lands designated as 'long-term commercial significance' within the City of Vancouver.*

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

*The nonproject action would not affect or be affected by surrounding working farmlands. Demolitions of farm structures would also not affect or be affected by surrounding working farmlands. There are no working forest lands in the immediate areas.*

- c. Describe any structures on the site. [\[help\]](#)

*The Lechtenberg Farm site includes a single-family residence and garage, barn, milk house, well house, stable/garage, a worker's cottage, a woodshed, and a bunkhouse. In addition, there is an underground water cistern, septic system, and a foundation for a (now demolished) silo.*

- d. Will any structures be demolished? If so, what? [\[help\]](#)

*No structures will be demolished as part of this nonproject action. In the future, the port intends to demolish the structures listed above and decommission utilities. Demolition will be conducted in accordance with city, state, and federal regulations.*

- e. What is the current zoning classification of the site? [\[help\]](#)

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

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

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

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

*The site is designated High Intensity by the City's shoreline master program.*

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

*The following critical areas are designated by the City of Vancouver. Their presence on the Lechtenberg farm site is described below.*

- **Fish and Wildlife Habitat Conservation Areas (VMC 20.740.110):** *There are no fish and wildlife habitat conservation areas on the site. The farm structures are physically and/or functionally isolated from the regulated riparian areas of the Columbia River and flushing channel. See Section 5 – Animals, for further details.*
- **Frequently Flooded Areas (VMC 20.740.120):** *The 100-year floodplain of the Columbia River extends across the site (FEMA panel #53011C0342D). See Section 3 – Water, for further details.*
- **Geologic Hazard Areas (VMC 20.740.130):** *The site is identified as having a moderate to high chance of liquefaction, which qualifies as a seismic hazard area. The site is rated as NEHRP site class D-E which also qualifies as a seismic hazard area for ground shaking amplification. There are no other geologic hazard areas mapped. See Section 1 – Earth, for further details.*
- **Wetlands (VMC 20.740.140):** *There are no wetlands mapped on the site containing the farm structures. The Vancouver Lake Flushing Channel is considered a Riverine wetland and there are Freshwater Forested/Shrub wetlands mapped along the Columbia River shoreline to the west of the project site as well as mapped wetlands to the southeast. See Section 3 – Water, for further details.*
- **Critical Aquifer Recharge Areas (VMC 14.26.115.B):** *The entire city is located within a sole source aquifer (Troutdale Aquifer), which is designated as a category 1 critical aquifer recharge area. The site is not within 1,900 feet of a municipal water well supply and therefore is not subject to the special protection area provisions of VMC 14.26 (Water Resources Protection).*

- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

*Because this is a nonproject action, no people would reside on the property as a result. Given the industrial zoning, it is not anticipated that people would reside on this property in the future. It is unknown how many people might work at the site in the future as no development is currently proposed.*

- j. Approximately how many people would the completed project displace? [\[help\]](#)

*There are no residents on the farm property and the site is not occupied; therefore, none will be displaced by the nonproject action.*

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

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

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

*This nonproject action is compatible with the current and projected zoning and land use plans, therefore no measures are needed to ensure compatibility. The planned demolition of the farm structures is also compatible with the zoning of the site.*

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

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

## 9. Housing [\[help\]](#)

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

*No units would be added under this nonproject action. No housing is anticipated given the industrial zoning.*

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

*There is one single-family home located on the property. The house is no longer occupied. The house and outbuildings are planned to be demolished in the future.*

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

*None proposed as no impacts to current housing are anticipated to occur.*

## 10. Aesthetics [\[help\]](#)

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

*No structures are proposed under the nonproject action. Any future buildings and structures would be subject to City of Vancouver height restrictions.*

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

*No views will be altered or obstructed by the nonproject action. Aesthetic impacts from future development will be addressed, as required, by applicable local, state and/or federal permits. Future demolition may alter views by removing the farm structures from the landscape.*

- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

*None proposed at this time as no aesthetic impacts are anticipated to occur.*

**11. Light and Glare** [\[help\]](#)

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

*None will be produced by the nonproject action. Future demolition activities will occur during the daylight.*

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

*Not due to the nonproject action. No sources of light or glare will remain from the farm following future demolition activities.*

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

*None for the nonproject action. Existing off-site sources of light or glare are not anticipated to impact future demolition activities as there is currently no adjacent development, and demolition activity is not sensitive to light or glare.*

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

*None proposed at this time as no light and glare impacts are anticipated to occur.*

**12. Recreation** [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

*There are no informal or designated recreational facilities on the farm property, however recreational opportunities exist nearby. The property north of and adjacent to the flushing channel is owned by Clark County Parks and provides for parking to access a pedestrian/bicycle trail which connects to Frenchman's Bar Park to the north and Vancouver Lake Park to the east and a pedestrian path to the Columbia River. Frenchman's Bar Park and Vancouver Lake Regional Park provide picnic shelters, trails, playground equipment and volleyball courts.*

*The Columbia River and Vancouver Lake, which are near the farm property, provide recreational opportunities for swimming, boating and fishing.*

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

*No recreational uses would be displaced as this is a nonproject action. In addition, recreational uses do not currently exist on site and would therefore not be displaced by future demolition activities.*

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

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

**13. Historic and cultural preservation** [\[help\]](#)

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

i) *Surplus of Lechtenberg Farm Structures*

*Archaeological Investigations Northwest, Inc. (AINW) completed a cultural resource survey of the project area in August 2020. Below is a summary of the historic and archaeological findings of the survey:*

*Historic Buildings and Structures*

*The original circa 1880s farmhouse (since removed) and the circa 1920s barn (still standing) were originally documented as a historic resource in 1979. Presently, eight (8) farm structures are over 45 years old, including the barn, bunk house, milk house, worker's cottage, and twentieth-century residence. The Lechtenberg Farm grouping was evaluated and recommended by AINW in 2020 to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion A, in association with early twentieth century farming and cattle ranching in the Vancouver Lakes lowlands. Five of the eight historic-period buildings and structures are recommended to be designated as "contributing" to the eligibility of the farm grouping. Individually, the structures at Lechtenberg Farm do not meet minimum qualifications for listing in the NRHP.*

*Archaeology*

*The project is within the Vancouver Lakes Archaeological District, which has been determined eligible for listing in the NRHP; the original 1880s farm house and 1920s barn were listed in the district nomination as a contributing resource, although at the time there was no archaeological resource identified. AINW has identified and documented archaeological materials such as historic-period debris and structural remnants associated with the Blurock/Lechtenberg Farm as an archaeological site. This archaeological site is recommended to be not eligible for listing in the NRHP individually, and it does not contribute to the NRHP eligibility of the Vancouver Lakes Archaeological District.*

ii) *Acquisition of Property at Terminal 1*

*There are no buildings or structures on the parcel. Immediately to the north of the parcel is the active Burlington Northern Santa Fe (BNSF) Railway, formerly the Spokane, Portland, & Seattle Railway/North Bank Road, which has been in operation since the line opened in 1908-1909. AINW documented the railroad as a historic resource in 2008 and it was determined to be eligible for listing in the NHRP in 2009.*

*Numerous cultural resource studies have been completed covering the area of the Terminal 1 acquisition parcel (see B.13.b.ii.). One archaeological site has been identified and recorded on the parcel. The site was identified in 2017 when a buried lens or layer of historic artifacts was encountered during soil sampling excavations in advance of sewer construction. The archaeological site consisted of a historic dump deposit buried under approximately 2.4 to 3.4 meters (8 to 11 feet) of dredge fill and asphalt. In 2017, AINW prepared an archaeological monitoring plan for the sewer project and performed archaeological monitoring during sewer construction. AINW recommended the site to be not eligible for listing in the NHRP, and DAHP concurred in March 2017.*

*Two nearby archaeological sites have been determined eligible or are potentially eligible for listing in the NRHP. Both are east of the parcel.*

- *The remnants of an abandoned streetcar line have not been formally evaluated for NRHP eligibility and the site is considered potentially eligible for listing in the NRHP.*
  - *Historic-period artifacts were found in slough mud beneath approximately 4.8 to 5.5 meters (16 to 18 feet) of fill material that was used to fill in a slough sometime after 1892. The archaeological site also included remnants of a concrete building foundation and automobile parts in the fill material. The site was determined eligible for listing in the NRHP. Since the site was identified, archaeological monitoring has been performed at various times for construction of a pump station and installation of buried utilities.*
- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

i) *Surplus of Lechtenberg Farm Structures*

*AINW's cultural resource survey recorded historic-period debris and structural remnants associated with the Blurock/Lechtenberg Farm within the project area. This archaeological site is recommended to be not eligible for listing in the NRHP, and it does not contribute to the NRHP eligibility of the Vancouver Lakes Archaeological District. No pre-contact archaeological resources are within the project area; the closest pre-contact archaeological sites to the project area are along Buckmire Slough.*

ii) *Acquisition of Property at Terminal 1*

*Since 2015, AINW has been conducting cultural resource studies for the Port's 10-acre Terminal 1 Waterfront Development project, located immediately south of the acquisition parcel, to meet review under Section 106 of the National Historic Preservation Act, Governor's Executive Order 05-05, and VMC 20.710. AINW also assisted the City of Vancouver with its responsibilities for cultural resource compliance following the discovery of an archaeological site on the acquisition parcel in 2017. Previous cultural resource studies conducted for other projects have also overlapped the acquisition parcel; these studies were completed for several interrelated projects associated with ongoing development of the Columbia River waterfront under agreements between the Port, the City of Vancouver, and private developers.*

*Below is a list of previous cultural resource studies that overlap the acquisition parcel:*

- **Archaeological Predetermination for the City of Vancouver Parking Lot**  
Freed, Robert A.  
2001 Archaeological Predetermination Report for the City of Vancouver Parking Lot. Heritage Research Associates, Inc. Prepared for the City of Vancouver. On File, Department of Archaeology and Historic Preservation, Vancouver, Washington.
  - *No archaeological or historic resources were identified on the acquisition parcel.*
- **Archaeological Predetermination Survey for the Vancouver Waterfront Development Area**  
Roulette, Bill R.,

2016 Archaeological Predetermination Report for the Vancouver Waterfront Development Area. Applied Archaeological Research, Inc. Report No. 1620-2. Prepared for Columbia Waterfront, LLC, Tualatin, Oregon.

- No archaeological or historic resources were identified on the acquisition parcel.

- **Cultural Resources Study and Backhoe-Assisted Survey for the Vancouver Waterfront Development Area**

Sechrist, Laura K., and Bill R. Roulette

2016 Results of a Cultural Resources Study and Backhoe-Assisted Survey within the Vancouver Waterfront Development Area, Vancouver, Washington: Development Blocks 1-21 and Adjacent Roads. Applied Archaeological Research, Inc. Report No. 1620. Prepared for Columbia Waterfront, LLC, Tualatin, Oregon.

- No archaeological or historic resources were identified on the acquisition parcel.

- **Archaeological Predetermination for the Port's Waterfront Master Plan**

Fuld, Kristen A., and Nicholas J. Smits

2016 Port of Vancouver Archaeological Predetermination Report for Port of Vancouver Waterfront Master Plan. Archaeological Investigations Northwest, Inc. Report No. 3590. Prepared for Port of Vancouver, Vancouver, Washington.

- No archaeological or historic resources were identified on the acquisition parcel.

- **Archaeological Monitoring and Inadvertent Discovery Plan for the City of Vancouver's Waterfront Sanitary Force Main Project**

Smits, Nicholas

2017 Vancouver Waterfront Sanitary Force Main Project: Archaeological Monitoring Plan, Inadvertent Discovery Plan for Human Remains. Archaeological Investigations Northwest, Inc. Report No. 3821. Prepared for the City of Vancouver, Vancouver, Washington.

- The plan addresses monitoring of a historic dump on the acquisition parcel. DAHP determined that the resource was not eligible for listing in the NRHP.

- **Archaeological Monitoring Summary Report for the City of Vancouver's Waterfront Sanitary Force Main Project**

Smits, Nicholas

2018 Memo regarding the City of Vancouver Waterfront Sanitary Force Main, Archaeological Monitoring Results. Archaeological Investigations Northwest, Inc. Report No. 3826. Prepared for City of Vancouver, Vancouver, Washington.

- Summary of monitoring results on the acquisition parcel.

No evidence of pre-contact (Native American) archaeological resources has been identified on or near the acquisition parcel. No cemeteries or human burials are known to be on or near the parcel. One historic-period archaeological site was identified on the acquisition parcel and was determined to be not eligible for listing in the NRHP, as described above.

Since 2015, AINW has performed periodic archaeological monitoring in accordance with the monitoring and inadvertent discovery plan for the Port's adjacent Terminal 1 Waterfront Development. As a result of the monitoring, two historic-period archaeological sites have been identified nearby.

- The buried remnants of a railroad spur have been determined by DAHP to be not eligible for listing in the NRHP.



- *A grouping of buried timber piles and scattered historic artifacts associated an early twentieth-century shipyard has been recommended to be not eligible for listing in the NRHP.*
- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)

i) *Surplus of Lechtenberg Farm Structures*

*The cultural resource survey was done in compliance with Vancouver's archaeological ordinance (VMC 20.710.080) and following the Department Archaeology and Historic Preservation (DAHP) standards, by AINW staff meeting the professional qualifications standards of the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation.*

*Prior to the survey, AINW staff interviewed former residents of the Lechtenberg Farm. The interview was conducted at the farm property on February 17, 2020, to solicit information about the farm, its buildings, and family history. AINW also conducted a review of records using the DAHP Washington Information System for Architectural and Archaeological Records Data (WISAARD) and the AINW library. The survey crew performed a pedestrian survey by walking parallel transects spaced no more than 33 feet apart while carefully inspecting the surface for archaeological material to identify areas that may yield subsurface archaeological deposits. Ten shovel tests were excavated within the project area. The shovel tests measured 12 inches in diameter and were excavated to a minimum depth of 20 inches below the surface.*

ii) *Acquisition of Property at Terminal 1*

*As listed above (see 13.b), several previous cultural resource studies overlap the acquisition parcel. In 2017, an archaeological monitoring and inadvertent discovery plan (MIDP) was developed for a sewer construction project following identification of a historic-period archaeological site on the parcel in 2017, at which time the parcel was owned by the City of Vancouver. The MIDP and resulting archaeological monitoring report were provided to DAHP, the City of Vancouver, and Native American tribes for review and comment.*

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

i) *Surplus of Lechtenberg Farm Structures*

*No measures are proposed as part of this nonproject action. To mitigate for the future anticipated removal of the NRHP-eligible grouping of farm structures, the Lechtenberg Farm structures will be documented in accordance with DAHP Level II Mitigation documentation requirements. The resulting report will provide thorough documentation of the farm's structures and their association with significant local patterns of dairying and cattle ranching in the Vancouver Lake lowlands.*

*While no disturbance activities are proposed as part of this nonproject action, in the event any unknown archaeological or historic materials are encountered during future anticipated demolition activities, work in the immediate area of the discovery will be halted and the*

following actions will be 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 assess the significance of the find, and DAHP and concerned tribes will be notified so that a course of action can be implemented. If human remains are uncovered, appropriate law enforcement agencies shall be notified first, then the steps listed herein will be followed. If remains are determined to be Native American, consultation with the affected tribes will take place in order to mitigate the final disposition of said remains.

ii) Acquisition of Property at Terminal 1

No measures are proposed as part of this nonproject action. During future anticipated construction activity, based on the results of previous studies, there is a high likelihood of encountering historic-period archaeological resources beneath the thick deposits of dredge fill that covers the waterfront area, including the acquisition parcel. Pre-contact archaeological deposits may also be present beneath the fill material. For these reasons, the acquisition parcel will be incorporated into the MIDP for the Terminal 1 Waterfront Development. Archaeological monitoring is proposed on the parcel during ground disturbing activities that extend beneath a depth of 1.8 meters (6.0 feet) in accordance with the MIDP. The MIDP also outlines protocols that will be followed in the event of an inadvertent discovery. The MIDP will also be updated to provide current contact information and will be distributed to DAHP, the City of Vancouver, Native American Tribes, and other agencies and parties as may be appropriate. Archaeological monitoring is not planned in areas that were previously excavated in 2017 during installation of the sewer line when the land was owned by the City of Vancouver.

- **Archaeological Monitoring and Inadvertent Discovery Plan for the Port's Terminal 1 Waterfront Development – To Be Updated**

Fuld, Kristen A., and Nicholas J. Smits

2017 Port of Vancouver Terminal 1 Waterfront Development: Archaeological Monitoring Plan, Inadvertent Discovery Plan for Human Remains. Archaeological Investigations Northwest, Inc. Report No. 3825. Prepared for Port of Vancouver, Vancouver, Washington.

#### 14. Transportation [\[help\]](#)

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

*The site is accessed from NW Old Lower River Road, which connects with SR 501.*

*There are no proposed access routes to the existing street system as part of this nonproject action. The existing gravel driveway will be used for vehicle access during the future demolition activities.*

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

*The property is not served by public transit. The nearest transit stop is approximately 3.6 miles east at the intersection of Fruit Valley Road and Laframbois Road.*

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

*The nonproject action would not create or eliminate any parking spaces. Future demolition will remove a small garage adjacent to the residence.*

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

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

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

*The nonproject action will not use any of these transportation resources. The Lechtenberg property is located adjacent to the Columbia River.*

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

*The project is a nonproject action and will not generate any vehicular trips. Future demolition of the structures would generate trips for construction vehicles.*

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

*The nonproject action will not affect or be affected by the movement of agricultural and forest products on roads or streets in the area. Demolition of the structures would be unlikely to affect or be affected either; construction vehicles would use SR 501 to access the site but would not create a significant number of trips.*

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

*None proposed at this time as no transportation impacts are anticipated to occur.*

**15. Public Services** [\[help\]](#)

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

*The project is a nonproject action and will not result in an increased need for public services. Future demolition would not create an increase of structures, additional population, or activities that would require increases to public services.*

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

*None proposed at this time as no impacts to public services are anticipated to occur.*

16. **Utilities** [\[help\]](#)

- a. Circle utilities currently available at the site: [\[help\]](#)  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system  
other \_\_\_\_\_
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [\[help\]](#)

*No utilities are proposed as part of this nonproject action. Future demolition at the farm property would not require new connections to utility services. The port will work with utility providers and appropriate agencies prior to demolition activities.*

**C. Signature** [\[help\]](#)

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

Signature: Monty Edberg

Name of signee Monty Edberg

Position and Agency/Organization Director of Engineering and Project Delivery / Port of Vancouver

Date Submitted: 9/23/2020 (updated 9/29/2020)

**D. supplemental sheet for nonproject actions** [\[help\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

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 would not cause impacts or discharges to water or air, or release toxic or hazardous substances, or produce noise. Demolition of the farm structures could release building materials that may include toxic or hazardous substances, such as lead from lead-based paints and asbestos from asbestos-containing building materials. Building materials will be tested prior to demolition so appropriate mitigation measures can be provided. Construction vehicles would also create short term increases to air emissions and noise.*

Proposed measures to avoid or reduce such increases are:

*No measures are needed for the nonproject action. Demolition activities will include BMPs to reduce possible impacts to resources, and for handling and disposal of any toxic or hazardous substances. Future project actions would be required to obtain any applicable local, state and federal permits. This would include SWCAA regulations regarding proper removal of asbestos containing materials and proper disposal.*

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. Demolition of the farm structures is unlikely to impact these resources as the structures do not contribute to habitat for plants, animals, fish, or marine life.*

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

*No measures are proposed for the nonproject action because no impacts are anticipated. It is anticipated that BMPs for demolition would adequately protect these resources during demolition activities.*

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

*This nonproject action would not deplete energy or natural resources. The demolition of the structures would require some use of energy resources, such as gasoline or diesel to power construction equipment; however, the demand for these resources would be minor and short-term.*

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

*No measures are proposed for the nonproject action.*

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?

*There are no parks or designated wilderness areas on site, and the nearby segment of the Columbia River is not designated as a National Wild and Scenic River. The soil on site (Newberg silt loam) is considered prime farmland by the USDA and the structures are located in the floodplain. There are wetlands located on Parcel 3 but not near the farm structures and they will not be impacted by anticipated future demolition activities. The nonproject action would not affect any of these resources.*

*Demolition of the structures would take place in the 100-year floodplain but their demolition would not increase flood risks. Demolition could impact cultural resources as discussed under Section 13 - Historic and Cultural Preservation.*

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.*

*Impacts from demolition are limited to cultural resources. These would be mitigated through the actions identified in Section 13 - Historic and Cultural Preservation, which include a DAHP Level II Mitigation documentation and an inadvertent discovery plan.*

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 demolition would not affect land or shoreline use or encourage uses incompatible with existing plans. The proposed surplus of residential and farm structures is consistent with the zoning, comprehensive plan, and shoreline designations of the site. The site is zoned Heavy Industrial (IH) and designated Industrial (IND) by the City. The site is designated High Intensity by the City's shoreline master program.*

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

*No measures are proposed for the nonproject action or demolition of surplus properties as 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 and demolition of structures would not increase demands.*

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

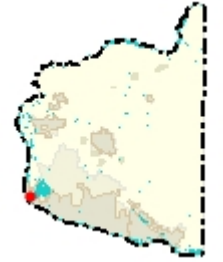
*No measures are proposed for the nonproject action because no impacts would occur to the resources listed above.*

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






*This proposal to amend the port's Comprehensive Scheme does not conflict with local, state or federal laws for the protection of the environment. The proposal fulfills the port's requirement to amend its Comprehensive Scheme of Harbor Improvements and Industrial Development (RCW 53.20.020).*



# Exhibit A - Surplus of Lechtenberg Farm Improvements/Structures



### Legend

-  Buildings and Structures
-  Building Footprints
-  Taxlots
-  Cities Boundaries
-  Urban Growth Boundaries

### Notes:

1: 2,257



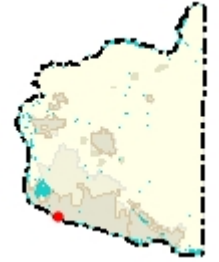
376.2 0 188.08 376.2 Feet

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
Clark County, WA. GIS - <http://gis.clark.wa.gov>

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# Exhibit B - Acquisition of Parcel 48840000 at Terminal 1



### Legend

- Buildings and Structures
- Building Footprints
- Taxlots
- Cities Boundaries
- Urban Growth Boundaries

### 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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