



# SWCAA

Southwest Clean Air Agency

11815 NE 99th Street, Suite 1294, Vancouver, WA 98682-2322  
Ph: (360) 574-3058 Fax: (360) 576-0925

## SEPA ENVIRONMENTAL CHECKLIST

WAIT – You may not need to fill out the attached checklist.  
Please read and check the following:

The State Environmental Policy Act (SEPA) requires that the SEPA process be completed for every project which requires an Air Discharge Permit unless the project is specifically exempted under WAC 197-11-800 Categorical Exemptions. The SEPA process needs to be completed only once per project. The SEPA process/determination is to be completed by the Lead Agency for the project. If a SEPA determination has been made by an Agency other than the Southwest Clean Air Agency (SWCAA) for this project, respond to the following questions.

If you can answer "yes" to either of the following questions with respect to the action being proposed, the attached checklist need not be completed.

1. I have obtained a State, City or County Permit and filled out an environmental checklist.

Yes

No

If you answered "yes", list the State, City or County Department and date below and attach a copy of the checklist.

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State, City or County Department Date

2. An environmental checklist or assessment has previously been filled out for another agency.

Yes

No

If "yes", give agency and date, and attach a copy of the checklist.

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Agency Name Date

If your answer to both of the above questions was "No", you must fill out the attached SEPA Environmental Checklist.

Prepared by:

Signature

Mary Mattix

Print Name

Director of Environmental Services

Title

## **SEPA environmental checklist**

updated March 2015

### ***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:***

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.



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## SEPA Environmental Checklist

### A. BACKGROUND

<p>1. Name of proposed project, if applicable: Air Discharge Permit Update for Stationary Engines and Bulk Materials</p>
<p>2. Name of applicant: Port of Vancouver (Port)</p>
<p>3. Address and phone number of applicant and contact person: Applicant: Port of Vancouver 3103 NW Lower River Road Vancouver, WA 98660 Contact: Mary Mattix 360-823-5316</p>
<p>4. Date checklist prepared: March 2024</p>
<p>5. Agency requesting checklist: Southwest Clean Air Agency (SWCAA)</p>
<p>6. Proposed timing or schedule (including phasing, if applicable): Permit modification anticipated following approval of SWCAA Air Discharge Permit (ADP) modification, anticipated 2024.</p>

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

No.

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

No additional environmental information has been prepared directly related to this proposal.

Information was prepared for previous SWCAA permitting:

- ADP 13-3079 (including a SEPA checklist prepared 5-18-12, and Mitigated Determination of Nonsignificance on 5-29-12).

- ADP 15-3167 (including a SEPA checklist prepared 12-18-15, and Determination of Nonsignificance on 12-28-15).

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.

No.

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

- SEPA Checklist and Determination
- SWCAA ADP modification

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.)

The Port is requesting adjustments to its current ADP to reflect current and anticipated future operations as described below on the four emission units:

- Terminal 5 Generator Engine (ID#1): current permitted hours: 500, proposed permitted hours: 5,000.
- Unit 300 Compressor Engine (ID#3): remove from permit per SWCAA 400-045(3)(a). Exempt non-road engine in service since 1986.
- Unit 314 Compressor Engine (ID#4): remove from permit per SWCAA 400-045(3)(a). Exempt non-road engine in service since 1992.
- Unit 316 Compressor Engine (ID#5): current permitted hours: 500, proposed permitted hours: 1,000
- Vac Machine 524 Engine (ID#9): remove from permit per SWCAA 400-045(3)(k). This unit is used on a piece of equipment that is self-propelled.
- Sweeper 206 Engine (ID#10): remove from permit per SWCAA 400-045(3)(k). This unit is used on a piece of equipment that is self-propelled.
- Sweeper 218 Engine (ID#218): remove from permit per SWCAA 400-045(3)(k). This unit is used on a piece of equipment that is self-propelled.

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.

The location of this proposal is unchanged from current ADP. Equipment operation and activities will continue to occur on Port of Vancouver properties located along the Columbia River within the City of Vancouver, in Clark County, WA. Port headquarters are located at 3103 NW Lower River Road, Vancouver, WA 98660.

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

a. General description of the site

Flat  Rolling  Hilly  Steep slopes  Mountainous  Other (specify below)

Developed Port property is generally flat, with slopes generally less than 5%.

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

Slopes can reach approximately 30% slope (i.e. river banks, stormwater facilities).

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.

According to the USDA Natural Resource Conservation Service 2023 Web Soil Survey, most of the site is underlain with Pilchuck fine sand, Newberg silt loam, Sauvie silt loam, McBee silt loam and fill. This proposal will not result in removal of any agricultural land of long-term commercial significance.

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

There are no surface indications or history of unstable soils. Clark County GIS information lists site soils having a moderate to high susceptibility for liquefaction.

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.

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

Erosion is not expected as a result of this proposal.

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

This project will not change existing impervious surfaces.

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

Impacts are not expected, therefore no mitigating measures are proposed.

## 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.

Stationary engines listed in this checklist are currently fueled by Renewable Diesel (R99) fuel; emissions do result from these engines when in use. Current allowed emissions from these engines are detailed in the current ADP. Emissions are expected to increase from the Terminal 5 Generated Engine and the Unit 316 Compressor with increased engine usage.

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

No offsite emissions or odors are anticipated to affect the proposal.

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

Measures stipulated by the Port's current ADP and those described in previous SEPA documentation are in place and will be continued for the current proposal. Renewable Diesel (R99) fuel is used which lowers the greenhouse gas (CO<sub>2</sub>e) emissions from the equipment. Use of equipment is limited to only necessary operations.

## 3. Water

- 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.

The Port owns property on the north banks of the Columbia River. The river is a Type S (Shoreline) stream as defined per WAC 222-16-030. Wetlands exist on Port properties: a) Terminal 5 West, Parcels 3 and 7, b) Parcels 2, 6, and 1A wetland mitigation sites. Additionally, Vancouver Lake and the associated flushing channel are located near the Port.

- (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.

The Port will continue to use the existing equipment throughout the Port's property. Some of the equipment use will occur over (i.e. on berths) and adjacent to the described waters.

- (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 activities are proposed.

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

No surface water withdrawals are proposed.

(5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. Portions of Port property lie within a 100-year floodplain, however historical development actions have filled the operational areas of the Port above 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.

The proposal does not anticipate discharges of waste materials to surface water.

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.

Not as part of this proposal.

(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.

Not applicable to this proposal.

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.

Stormwater runoff from the developed Port will continue to be handled through established stormwater facilities. Engines may be used to assist with stormwater pumping during periods of high water or when emptying storm ponds for cleaning/maintenance.

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

Waste materials are not anticipated to enter ground or surface waters as a result of this proposal.

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

The proposal will not alter or affect current drainage patterns.



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

Further measures beyond those stipulated by the Port's current ADP and described in previous SEPA documentation are not proposed.

#### 4. Plants

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Deciduous trees: alder, maple, aspen, other | <input checked="" type="checkbox"/> Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other |
| <input checked="" type="checkbox"/> Evergreen trees: fir, cedar, pine, other    | <input checked="" type="checkbox"/> Water plants: water lily, eelgrass, milfoil, other                 |
| <input checked="" type="checkbox"/> Shrubs                                      | <input type="checkbox"/> Orchards, vineyards or other permanent crops.                                 |
| <input checked="" type="checkbox"/> Grass                                       | <input checked="" type="checkbox"/> Other types of vegetation (list below)                             |
| <input checked="" type="checkbox"/> Pasture                                     |  |
| <input checked="" type="checkbox"/> Crop or grain                               |  |

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

No vegetation will be removed as part of this proposal.

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

According to the database of the Washington State Department of Natural Resources (DNR) Natural Heritage Program, Western ladies' tresses (*Spiranthes porrifolia*), a plant species listed as state sensitive, is known to occur on Port property. The area where this species has been noted is not in an area where equipment is operated.

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

Further measures beyond those stipulated by the Port's current ADP and described in previous SEPA documentation are not proposed.

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

Himalayan Blackberry and Reed Canary Grass grows along the shoreline of the Columbia River and is found in many vegetated areas around the Port.

**5. Animals**

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. Examples include:

birds: <input checked="" type="checkbox"/> hawk <input checked="" type="checkbox"/> heron <input type="checkbox"/> eagle <input type="checkbox"/> songbirds <input type="checkbox"/> other:	owl, crow, seagull, sandhill cra
mammals: <input checked="" type="checkbox"/> deer <input checked="" type="checkbox"/> bear <input type="checkbox"/> elk <input checked="" type="checkbox"/> beaver <input checked="" type="checkbox"/> other:	rodents, coyote, sea lion
fish: <input type="checkbox"/> bass <input checked="" type="checkbox"/> salmon <input checked="" type="checkbox"/> trout <input checked="" type="checkbox"/> herring <input checked="" type="checkbox"/> shellfish, other	sturgeon, smelt

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

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

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. Use of the identified equipment would not occur within or impact the Columbia River or the flushing channel, and these species would not be affected by the adjusting of operations.

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 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. The project sites do not have the characteristics of suitable lark habitat, and lark is not expected to be present.

Columbian White-tailed deer (*Odocoileus virginianus leucurus*) 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 and are currently an ESA-listed species. The deer rely heavily on a patchy mosaic of forest-edge/woodland/prairie habitat.

Other ESA-listed species that have known occurrences in Washington State but are not likely to occur on or near the Port properties where equipment will be used 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 Port sites.

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

The site is within the Pacific Flyway, a broad migratory corridor that extends from Alaska to Central America and is used by hawks, falcons, songbirds, sandhill cranes, and shorebirds. Additionally, the Columbia River functions as a migration route for fish, marine mammals, and other aquatic species.

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

Further measures beyond those stipulated by the Port's current ADP and described in previous SEPA documentation are not proposed.

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

Starlings and pigeons have been observed on or near the site.

## 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.

Renewable Diesel (R99) fuel is currently being used to power the equipments' combustion engines. In instances when R99 is not readily available in the market, ultra-low sulfur diesel will be used.

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

This proposal is not anticipated to affect the potential use of solar energy.

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

Measures stipulated by the Port's current ADP and those described in previous SEPA documentation are in place and will be continued for the current proposal. Renewable Diesel (R99) fuel, which reduces green house gas emissions, is used. Use of equipment is limited to only necessary operations.

## 7. Environmental Health

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

Combustion engine exhaust generate emissions that contain greenhouse gases and air pollutants. Generally, greenhouse gases add to climate change and air pollutants can degrade air quality and impact human health. While spills are not anticipated, provisions to limit the potential of spills from the equipment, are in effect at the Port.

- (1) Describe any known or possible contamination at the site from present or past uses.

There are known brownfield areas from historical uses at the Port. This proposal is not anticipated to disturb any of these areas.

- (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.

None are anticipated as part of this proposal.

- (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.

Renewable diesel and/or ultra-low sulfur diesel will continue to be used to operate the equipment.

- (4) Describe special emergency services that might be required.

No additional emergency services are required as a result of this proposal.

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

Measures stipulated by the Port's current ADP and those described in previous SEPA documentation are in place and will be continued for the current proposal. Renewable Diesel (R99) fuel, which reduces greenhouse gas emissions, is used. Use of equipment is limited to only necessary operations.

b. Noise

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

Existing noise sources at and near the Port include industrial and marine facilities, railroad lines, roadways, and construction noise. These noises are not anticipated to affect this proposal.

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

Noise from the equipment will be typical of small to medium-sized diesel engines with mufflers running from partial to full capacity. Equipment may be run at any time of day or night, though typically the Port operates the equipment during normal daytime working hours, Monday through Friday. Noise levels for the equipment is not anticipated change but the duration of the Terminal 5 Generator Engine and the Unit 316 Compressor engine operation are anticipated to be more often than currently permitted.

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

The increased use of equipment is not anticipated to add significantly to the baseline noise levels generated at or near the Port. The Port will use the equipment in a manner and location where noise levels are at or below municipal standards.

## 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.

A significant portion of the Port's property is occupied by heavy industry and is zoned for industrial use. Uses include commercial, mixed-use, natural areas, waterways, a jail support center, electrical stations, and industrial uses. The proposal is not anticipated to affect current land uses.

- 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 non-farm or non-forest use?

Port property known as Parcels 3 is currently working farmlands. Port properties do not include any agricultural land of any long-term commercial significance and no resource lands will be converted to other uses as part of this proposal.

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:

No affects are anticipated from this proposal.

- c. Describe any structures on the site.

Port property contains structures typical of a diverse industrial area, such as structures associated with bulk storage and commodity transfer, buildings suitable for manufacturing and processing, warehouses, and administrative offices; multiple utility lines and supporting infrastructure including water and electrical towers; and material handling equipment. Structures unique to a maritime port on the site include docks and dock-

side cranes. Additional structures include those used for agricultural purposes, and transportation-related structures, such as overpasses and roadways. Mixed-use commercial buildings and a hotel are located at Terminal 1.

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

No structures will be demolished as a result of this proposal.

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

Port property includes Heavy Industrial (IH), Light Industrial (IL), General Greenway (GW) Vancouver Lake, City Center (CX).

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

Port property includes Water, Open Space, Industrial, and Commercial

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

Aquatic, High Intensity, and Urban Conservancy.

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

The site is located above the Troutdale Aquifer, which has been designated as a sole source aquifer by EPA. The Columbia River and Vancouver Lake provide habitat for threatened and endangered species and areas adjacent to the waterbodies include a riparian management area (RMA) and riparian buffer (RB) as defined in VMC 20.740.110 to protect fish and wildlife habitat conservation areas.

As described in Section B.3.a.1, wetlands are known to exist in various locations on Port property. Wetlands provide habitat for threatened and endangered species. Protected species are further discussed in Sections B.4. and B.5.

The city has identified the Port area as containing soils susceptible to liquefaction as a designated geologic hazard area according to VMC 20.740.130 of the critical areas protection provisions.

Some of the Port's property is within the City of Vancouver's shoreline jurisdiction warranting special protections of shoreline resources. The shoreline jurisdiction includes the Columbia River's 100-year floodplain and others.

The Port area is identified in VMC 20.710.020 as being located within a Level A archaeological predictive area, meaning the area has a high probability of containing archaeological resources.

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

Approximately 3,000 people are directly employed by businesses at the Port. No people reside in the developed areas of the Port.

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

The proposal will not displace any people

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

Since no people will be displaced by this proposal, no mitigating measures are proposed.

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

Use of the equipment and material handling in the Port is compatible with the existing and projected land uses, therefore no measures are proposed.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

No impacts are anticipated therefore no measures are proposed.

## 9. Housing

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

Housing units are not proposed associated with this proposal.

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

The proposal will not eliminate any housing units or negatively impact housing; therefore, no mitigation measures are proposed.

c. Proposed measures to reduce or control housing impacts, if any:  
No measures are proposed as no impacts are anticipated.

## 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 associated with this proposal.

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

This proposal will not alter or obstruct the current views.

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

No measures are proposed as no impacts are anticipated.

## 11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?  
The proposal is not anticipated to produce light or glare.

b. Could light or glare from the finished project be a safety hazard or interfere with views?  
The proposal is not anticipated to be a safety hazard or interfere with views.

c. What existing off-site sources of light or glare may affect your proposal?  
No off-site sources of light are expected to affect this proposal.

d. Proposed measures to reduce or control light and glare impacts, if any:  
The proposal is not expected to produce light or glare, so no measures are proposed.

## 12. Recreation

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

The Columbia River and Vancouver Lake provide opportunities for recreational boating and fishing. Trails and State roadways near the identified properties are used by cyclists and pedestrians. Washington Department of Fish and Wildlife manages the Shillapoo Wildlife Area which receives a wide variety of public uses due to its close proximity to Vancouver Lake. A public boat launch is located on the south shore of



Vancouver Lake.

b. Would the proposed project displace any existing recreational uses? If so, describe.  
The proposal would not displace recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:  
No measures are proposed because no impacts are anticipated.

### 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 located on or near the site? If so, specifically describe.

The Columbia River Interstate Bridge and the Vancouver-Hayden Island Railway Bridge are adjacent to the Port and are on the National Register of Historic Places. The farmhouse at Parcel 3 has been deemed eligible for listing on the Register of Historic Places. There are buildings on and around Port that are over 45 years old, however this proposal is not anticipated to impact any such buildings.

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.

Per Figure 20.710-1 in VMC 20.710.020, the entire Vancouver Lake lowlands area, which includes Port property, is identified as being within a Level A archaeological predictive area, meaning the area has a high probability to contain archaeological resources. However, soil disturbance is not anticipated for this proposal.

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.

Several archaeology reports have been completed at sites throughout the Port. When potential impacts to cultural or historic resources are anticipated, methods used to assess potential impacts to cultural and historic resources mentioned above are used as appropriate. This proposal is not anticipated to impact any cultural or historic resources.

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.

The proposal is not anticipated to have an impact on archaeological, historic, or cultural resources. Therefore, no control measures are proposed.

## 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.

Port property is bisected by the east-west running NW Lower River Road (State Route 501) which intersects with Fourth Plain and Mill Plain Boulevards. Port property is also served by NW Harborside Drive, Port Way, 8th Ave, and Simpson Avenue, NW Gateway Avenue, Old Lower River Road, W. 26th Avenue, St. Francis Lane, Thompson Avenue, Kotobuki Way, and Fruit Valley Road. The hotel and mixed use buildings at Terminal 1 are served by Columbia Way.

- 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's administrative office and surrounding industrial areas, west of the Vancouver rail yard and train station. The nearest C-Tran fixed route to the Port administrative offices is approximately 0.5 miles to the east. Terminal 1 is served by fixed route service at the site.

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

The proposal does not include or eliminate parking spaces.

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

The proposal will not require new roads or streets or improvement 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.

The engines are in the immediate vicinity of water and rail transportation. The engines will not use nor is in the immediate vicinity of air transportation.

- 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?

Equipment will primarily be transported on Port-owned roads and property and used on Port-owned property. No additional vehicular trips are anticipated with this proposal.

- 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.

It is not anticipated the proposal will interfere with, affect or be affected by the movement of agricultural and forest products.

h. Proposed measures to reduce or control transportation impacts, if any:  
No transportation impacts are anticipated, therefore no measures are proposed.

**15. Public Services**


<p>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 proposal is not anticipated to increase the need for public services.</p>
<p>b. Proposed measures to reduce or control direct impacts on public services, if any. It is not anticipated this proposal would impact public services, therefore no measures are proposed.</p>

**16. Utilities**

<p>a. Utilities currently available at the site:</p> <table><tr><td><input checked="" type="checkbox"/> electricity</td><td><input checked="" type="checkbox"/> water</td><td><input checked="" type="checkbox"/> telephone</td><td><input checked="" type="checkbox"/> septic system</td></tr><tr><td><input checked="" type="checkbox"/> natural gas</td><td><input checked="" type="checkbox"/> refuse service</td><td><input checked="" type="checkbox"/> sanitary sewer</td><td><input type="checkbox"/> other (list below)</td></tr></table>	<input checked="" type="checkbox"/> electricity	<input checked="" type="checkbox"/> water	<input checked="" type="checkbox"/> telephone	<input checked="" type="checkbox"/> septic system	<input checked="" type="checkbox"/> natural gas	<input checked="" type="checkbox"/> refuse service	<input checked="" type="checkbox"/> sanitary sewer	<input type="checkbox"/> other (list below)
<input checked="" type="checkbox"/> electricity	<input checked="" type="checkbox"/> water	<input checked="" type="checkbox"/> telephone	<input checked="" type="checkbox"/> septic system					
<input checked="" type="checkbox"/> natural gas	<input checked="" type="checkbox"/> refuse service	<input checked="" type="checkbox"/> sanitary sewer	<input type="checkbox"/> other (list below)					
<p>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. This proposal will not require the use of any additional utilities.</p>								

**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.

Signature:	
Name of signee:	Mary Mattix
Position and Agency Organization:	Director of Environmental Services Port of Vancouver
Date Signed:	3-25-24

## D. Supplemental Sheet for Nonproject Actions

(IT IS NOT NECESSARY to use the Supplemental 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?

Proposed measures to avoid or reduce such increases are:

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

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

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

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

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?

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

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?

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

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

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

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