

## SEPA ENVIRONMENTAL CHECKLIST WAC 197-11-960

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

## A. Background

### 1. Name of proposed project, if applicable

Port of Vancouver USA Dredging Program

This Supplemental SEPA checklist has been prepared to supplement the Port of Vancouver USA Berth Dredging Project (2012) and the Port of Vancouver Phase 1 Berth Deepening Project (2008). The earlier SEPA checklists, which are incorporated by reference, evaluated dredging and deepening within established vessel berths at the Port of Vancouver, and upland placement of the dredge material at various port-owned properties. This Supplemental SEPA checklist is consistent with the activities proposed in the earlier SEPA checklists, and evaluates the following new project components: maintenance dredging within the established Vancouver Lake flushing channel, and in-water placement of dredge material within an agency-approved in-water area in the Columbia River. It should be noted that with these additions, the project name has been modified to more accurately reflect the project scope of a Dredging Program.

Collectively, the Dredging Program has four key elements, including:

- (1) Dredging within established berths: evaluated in previous SEPA checklists (see Section A.8.)
- (2) Dredging within the flushing channel: evaluated in this SEPA checklist. Previous maintenance dredging of the flushing channel has also been evaluated in a previous SEPA checklist (see Section A.8.)
- (3) Dredge material placement on port-owned upland parcels: evaluated in previous SEPA checklists (see Section A.8.)
- (4) Dredge material placement within an agency-approved in-water area: evaluated in this SEPA checklist

Consistent with WAC 197-11-620, this Supplemental SEPA checklist does not include analysis of actions or impacts that are reviewed in the previously prepared documents. Therefore, this SEPA checklist focuses solely on new project components.

**2. Name of applicant:**

Port of Vancouver USA

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

**Address:** 3103 NW Lower River Road, Vancouver, Washington 98660

**Phone:** (360) 693-3611

**Contact Person:** Brianne Sheron, Project Manager

**4. Date checklist prepared:**

May 2017

**5. Agency requesting checklist:**

Lead Agency: Port of Vancouver USA

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

The frequency of maintenance dredging within the flushing channel depends on the rate of sediment deposition. It is anticipated that the need for dredging of the flushing channel is likely to include one or two events every 10 years, depending on the degree of maintenance dredging conducted within the flushing channel during an event.

The frequency of in-water material placement will vary, as in-water material placement could occur after any of the dredging activities authorized under the Dredging Program, including both berth dredging and flushing channel maintenance dredging. The frequency of Dredging Program activities depends on the sediment deposition rates and operational needs. Typical rates of sediment accumulation in the berths have resulted in maintenance dredging activities to occur every 2 to 3 years. The decision to place dredge material in-water or upland will be made on a case-by-case basis prior to each dredging event.

All dredging and in-water dredge material placement will take place within the agency-approved in-water work window from October 1 to December 31 of each year.

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

At this time, there are no plans for future additions, expansion, or further activity related to the Dredging Program.

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

Previous SEPA checklists, referenced below, have been prepared to evaluate dredging activities and upland material placement at the Port of Vancouver. These SEPA checklists are

incorporated by reference, and upon review, have been determined to be an action of nonsignificance or mitigated to a level of nonsignificance by the Lead Agency.

- Flushing Channel Maintenance Dredging Project Environmental Checklist. 2003. Port of Vancouver.
  - Determination of Nonsignificance for the Flushing Channel Maintenance Dredging. 2004. City of Vancouver.
- Port of Vancouver Phase 1 Berth Deepening Project Environmental Checklist. 2008. Port of Vancouver.
  - Mitigated Determination of Nonsignificance for the Port of Vancouver Phase 1 Berth Deepening Project. 2008. Port of Vancouver.
- Port of Vancouver USA Berth Dredging Project Environmental Checklist. 2012. Port of Vancouver.
  - Supplemental Mitigated Determination of Nonsignificance for Berth Dredging Project. 2013. Port of Vancouver.

The following additional documents also inform the activities included in the Dredging Program.

- *Biological Assessment: Port of Vancouver Phase 1 Berth Deepening Project, River Miles 103.5 to 105.5, Hydrologic Unit Code 17080001*, prepared by Anchor Environmental, L.L.C., for Port of Vancouver, September 2007.
- *Biological Assessment Addendum: Port of Vancouver USA Berth Dredging River Miles 103.5 to 105.5, Hydrologic Unit Code 17080001*, prepared by BergerABAM for Port of Vancouver USA and submitted to USACE, January 2013.
- *Biological Assessment Addendum: Port of Vancouver USA Berth Dredging, River Miles 103.5 to 105.5, Hydrologic Unit Code 17080001*, prepared by Ecological Land Services, Inc., for Port of Vancouver USA and submitted to USACE, May 1, 2014.
- *Vancouver Lake and Flushing Channel Site Inspection, Vancouver, Washington*, prepared by Ecology and Environment, Inc., for the U.S. Environmental Protection Agency, May 2010.
- *Results of the Sediment Sampling at Flushing Channel to Vancouver Lake, Vancouver, Washington*, letter report from Keith A. Kroeger and Stuart H. Albright, Hart Crowser, to Patty Boyden, Port of Vancouver, November 20, 2003.
- *Vancouver Lake Maintenance and Operations Handbook and Project Summary*, prepared by the Port of Vancouver, 1984.
- *Biological Opinion: Port of Vancouver Maintenance Dredging and Management of Upland Disposal Sites Parcel 3 and T5 Project, Vancouver, Washington*, prepared by the U.S. Fish and Wildlife Service, March 23, 2015.
- *Natural Resources Inventory Management Plan*, prepared by Vigil Agrimis, Inc., and Herrera Environmental Consulting for the Port of Vancouver, October 15, 2004.
- *Portland Sediment Evaluation Team (PSET) Suitability Determination from Ecology's Shorelands and Environmental Assistance Program*, prepared by the Washington State Department of Ecology, August 18, 2016.

Additional environmental information will be obtained to inform the new project components identified in this SEPA checklist to support the Dredging Program. The following environmental reports are expected to be prepared as needed.

- In-water Area for Dredge Material Placement Memorandum that describes the proposed location of dredge material placement within the Columbia River in accordance with the USACE criteria.
- Sediment Characterization Report for the flushing channel dredge prism sediments to be submitted to PSET following PSET's approval of a Sampling and Analysis Plan.
- Biological Assessment for the Port of Vancouver Dredging Program; this will be prepared as a comprehensive review of all existing and proposed activities.
- Sediment Sampling will take place between 2018 and 2022 depending on the recency of existing sediment data.
- An SPCC Plan prepared by the contractor will identify construction planning elements and potential spill sources at the site, outline measures taken to prevent the release or spread of hazardous materials and responsive actions in the event of a spill or release, and identify notification and reporting procedures.

**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.**

There are no pending applications for governmental approvals of other proposals directly affecting the properties covered in this supplemental SEPA checklist. However, there are other projects planned on port-owned property, adjacent to established vessel berths that are new since the last environmental review (2012) for the Dredging Program. These projects would not affect, or be affected by, the activities proposed under the Dredging Program.

- The Washington State Energy Facility Site Evaluation Council is conducting an environmental review of the construction and operation of a crude oil terminal proposed by Tesoro Savage Petroleum Terminal LLC. The facility would be located at Terminals 4 and 5, utilizing Berths 13/14, at the Port of Vancouver. The Draft Environmental Impact Statement was issued for review in November 2015; the Final EIS has not been completed. Per RCW 80.50.110-120, the site certification agreement preempts other applicable state and local regulatory permits, and has not yet been completed.
- NuStar Energy L.P., is seeking approvals for proposed storage and transfer operations of bulk ethanol. SEPA review has been completed (Mitigated Determination of Nonsignificance) and preliminary site plan approval granted by the City of Vancouver (March 2017). The project's pending approvals include Ecology's National Pollutant Discharge Elimination System permit and Southwest Clean Air Agency Air Discharge Permit modification. The NuStar facility is located at Terminal 2, adjacent to Berth 5, at the Port of Vancouver.

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

The following government approvals and permits will be required for the Dredging Program, in addition to this SEPA checklist.

- USACE: Department of the Army Permit (Section 404 and Section 10)
- National Marine Fisheries Service and U.S. Fish and Wildlife Service: Endangered Species Act Consultation, and Biological Opinion

- PSET: Flushing Channel Dredge Material Suitability Determination
- Ecology: Section 401 Water Quality Certification and Consistency Determination with the Coastal Zone Management Act
- WDFW: Hydraulic Project Approval
- City of Vancouver: Shoreline Substantial Development Permit, Shoreline Conditional Use Permit, and Critical Areas Permit

**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 purpose of this supplemental checklist is to evaluate potential environmental effects associated with new project components to the port's ongoing dredging activities. These ongoing dredging activities will continue as described in the 2012 SEPA checklist for the Port of Vancouver's "Berth Dredging Project." In addition to the ongoing dredge activities addressed in the 2012 SEPA checklist, this Supplemental SEPA checklist addresses the new project components: 1) flushing channel maintenance dredging, 2) In-water dredge material placement. These activities are described further below.

***Flushing Channel Maintenance Dredging***

The Vancouver Lake flushing channel is on port-owned property and is adjacent to, and north of the port's Gateway 3 site. It was constructed in 1982 by the USACE to improve water quality in Vancouver Lake. Its dimensions are approximately 4,000 feet long, 100 feet wide, and 8 feet deep. The flushing channel is shown on Figure 1.

Maintenance dredging is needed to remove sediments that have accumulated since the last maintenance dredging event in 2006, particularly at the mouth of the channel and at high spots along the channel. Removal of the accumulated sediments will help to maintain the intended function, which is to convey water from the Columbia River into Vancouver Lake. The Maintenance and Operations Handbook for the flushing channel assumed that the entrance would be dredged on a recurring schedule every of 3 to 5 years. However, based on the actual historical rate of sediment accumulation at the entrance of the flushing channel over the past 35 years, the needed frequency of dredging has been significantly less than the initial estimate. The frequency of dredging under this Dredging Program will be based on observed rates of sediment accumulation. It is anticipated that the need for dredging of the flushing channel is likely to include one or two events every 10 years, depending on the degree of maintenance dredging conducted within the flushing channel during an event.

Dredging would focus on removing accumulated sediments from the channel entrance, and reducing observed high spots in order to facilitate the continued conveyance of water to Vancouver Lake. Maintenance dredging within the flushing channel is anticipated to be performed mechanically from water-based equipment, using a clamshell bucket. The material dredged as part of this effort would fit within the maximum annual dredge volume for the Dredging Program of 50,000 CY, and no more than 150,000 over 10 years.

### ***In-Water Dredge Material Placement***

As part of the existing Dredging Program, dredge material is authorized to be placed at various upland parcels at the Port of Vancouver. If the dredge material is not placed upland, it is proposed to be placed in-water, within the Columbia River. The proposed in-water area for dredge material placement is expected to accept dredge material from any of the dredging activities under the Dredging Program, either at the established vessel berths or within the flushing channel.

The port is evaluating the most appropriate area for in-water placement of dredge material in accordance with the USACE in-river criteria and will include the evaluation and proposed area in the Dredging Program JARPA. The in-water area for dredge material placement has preliminarily been identified adjacent to the confluence between the Columbia and Willamette Rivers, on the Washington side of the jurisdictional boundary. The proposed location is between RMs 101 and 102, south of the flushing channel and southwest of Parcel 3. The in-water area for dredge material placement is shown on Figure 1.

It is anticipated in typical maintenance dredging years, the proposed in-water area for dredge material placement area would receive approximately 6,000 to 8,000 CY and up to 20,000 CY if berth deepening and portions of the flushing channel were dredged in the same year. The maximum quantity of dredge material placement within the area within any given year would be the port's currently authorized maximum annual volume of dredge material of 50,000 CY, and no more than 150,000 CY over 10 years. The dredge material will be transported to the in-water placement site by barge and will likely be dewatered through barge scuppers for barge safety and maneuverability, and then released throughout the USACE-approved in-water area while the barge is underway. The in-water area for dredge material placement will satisfy the following USACE criteria, which were developed to avoid impacts to aquatic species, habitat, and commerce from material placement:

- The in-water area for dredge material placement will be deeper than -20 feet CRD.
- The in-water area for dredge material placement is located outside of the federal navigation channel, and, once placed, the material is not likely to enter the federal navigation channel.
- The in-water area for dredge material placement will not be in federally designated anchorages.
- The in-water area for dredge material placement will be large enough (and the volume of material small enough) that material placement will not result in more than 2 feet of water depth change.

It should be noted that sediment characterization data from the previous maintenance dredging of established vessel berths showed that the dredge material met all relevant soil quality criteria under the Washington State Model Toxics Control Act (MTCA), and, therefore, is suitable for placement on upland parcels. Additionally, previous sediment characterization, with the exception of Berth 8/9, has shown that sediment quality meets the Sediment Evaluation Framework Screening Levels and is suitable for in-water placement.

The decision regarding final placement site of the material, between the authorized upland parcels and the proposed in-water area for dredge material placement, will be based on a variety of factors, including: available capacity at upland port-owned parcels, suitability of material for in-water placement, contractor means and methods, resource availability, and overall cost, among other things. The final decision will be made jointly by the port and the contractor and

communicated to the agencies in advance of dredge activities as part of the required pre-construction notifications.

**Additional Note to Readers.**

The remaining portion of this SEPA checklist has been filled out acknowledging the above proposed Dredging Program elements, and distinguishing them as appropriate. If an element is not provided in the answer, the question is not applicable or has been previously addressed in past SEPA documentation for dredging activities. Consistent with WAC 197-11-055(1), which directs the SEPA process to be integrated with agency activities at the earliest possible time to ensure that planning and decisions reflect environmental values, the project description provided above has been developed based on preliminary concept plans for the project. As part of continued development of the project design, certain elements may be refined. The port acknowledges project refinements may be subject to further review under SEPA if they extend beyond the project footprint or result in environmental effects that exceed those addressed in this SEPA checklist or those that are described in previous environmental reviews, adopted by reference.

- 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 port is located on the Columbia River in Vancouver, Washington, with property extending between RMs 100 and 105.5. The Vicinity Map and Site Plan (Figure 1) provides the location of the flushing channel (tax parcel identification number 153313000), as well as the in-water area for dredge material placement (Columbia River between RMs 101 and 102).

## **B. Environmental Elements**

### **1. Earth**

#### **a. General description of the site**

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

**Flushing Channel:** The flushing channel was originally designed with a flat bottom and 3:1 side slopes. Over time, sediment has accumulated within the channel and has resulted in varied shoaling over portions of the 4,000-foot length. Dredging within the channel would reestablish the original designed flat bottom and intended side slopes.

**In-Water Area for Dredge Material Placement:** The lower Columbia River is a highly altered system, with a federally maintained navigation channel and several maintained areas for vessel anchorage. Although the in-water area for dredge material placement is outside of the navigation channel, it is within an otherwise altered system, that has relatively consistent and low grade across the river channel.

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

The flushing channel was originally designed with 3:1 (H:V) side slopes. The in-water area for dredge material placement is relatively flat, with the steepest slope of 1:10 (H:V).

- 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.**

**Flushing Channel:** The substrate on the flushing channel bottom consists of sand, silt, and small angular riprap.

**In-Water Area for Dredge Material Placement:** Per “The Holocene Framework of the Lower Columbia River Basin” by E.B. Gates, 1994, the bottom substrate within the lower Columbia River near the port largely consists of thick (up to 100 feet) alluvial sand deposits.

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

There are no indications or known history of unstable soils in the vicinity of the project area.

- 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.**

Please see response to question A.11 above, which provides additional detail on the purpose, location, and approximate extent of dredging that will occur within the flushing channel.

The annual total maximum volume from all current and proposed dredging activities is 50,000 CY and no more than 150,000 CY over 10 years. This volume of dredge material would not change with the addition of the flushing channel maintenance dredging as part of the Dredging Program.

The dredge material would be placed on approved upland parcels or at the proposed in-water area for dredge material placement identified in this SEPA checklist.

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

Similar to the established berths, maintenance dredging of the flushing channel may result in sloughing from the side slopes. However, the flushing channel was established, and has been maintained, through previous dredging in this area, and it was designed to minimize potential bank erosion.

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

No impervious surfaces are proposed as part of the new project components.

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

Dredging design for the flushing channel is consistent with previously dredged depths and slopes as well as actual observations of slough quantities; therefore, the dredge prisms will be designed to minimize sloughing and maintain stable side slopes.



## 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.**

The primary emissions associated with the proposed project components are related to dredging equipment, and construction support vessels and other equipment (i.e., tugs, skiffs). Emissions of this kind are typical to an industrial area, such as a working port. Project emissions would be temporary in nature as the proposed dredging and material placement is only proposed on a short-term construction project duration. The anticipated increase of emissions from the Dredging Program would best be described as negligible.

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

There are no known off-site sources of emissions or odor that would affect the activities proposed under the Dredging Program.

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

The Contractor will be required to maintain equipment so that it is in good working order. Otherwise, the emissions associated with maintenance dredging and material placement are temporary in nature, and would not notably effect air quality. Therefore, no new measures to reduce or control emissions or other impacts to air due to project revisions are proposed.

## 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 is located on the Columbia River. The in-water placement included as part of the Dredging Program would occur within the Columbia River. Additionally, water from the Columbia River is conveyed into the adjacent Vancouver Lake from the port-owned flushing channel, which is proposed for maintenance dredging.

- 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.**

**Flushing Channel:** Maintenance dredging would occur within the established flushing channel, which conveys water from the Columbia River into Vancouver Lake.

**In-Water Area for Dredge Material Placement:** The proposed location for in-water placement of dredge material is within the Columbia River, between RMs 101 and 102.

- 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.**

Please see the response to question A.11, which provides additional detail on the estimated amount of dredge material that could be removed each year as part of the Dredging Program. The dredge material would be placed on approved upland parcels for dredge material placement, as evaluated under previous environmental reviews, or at the proposed in-water area for dredge material placement, as described in response to question A.11.

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

The Dredging Program does not require surface water withdrawals or diversions.

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

Dredging of the flushing channel and in-water placement activities will occur within the Columbia River and Vancouver Lake flushing channel, which are identified as floodways by the Federal Emergency Management Agency, Flood Insurance Rate Map, effective September 5, 2012 (Map number 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.**

Waste materials will not be discharged to surface waters. Turbidity may result from dredging and in-water dredge material placement, but turbidity is suspended river sediments and is not waste material. Additionally, as described in response to questions B.3.c.1 and B.3.d, water quality protection measures will be implemented to reduce and monitor turbidity per permit requirements.

**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.**

The Dredging Program does not include groundwater withdraw for drinking or other purposes.

**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.**

The Dredging Program does not include discharge of waste material into the ground from septic tanks or other sources.

**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.**

During dredging, dredge material will be placed on a barge or scow and will be passively dewatered, with water draining back into the Columbia River or flushing channel after sediment is allowed to settle and is passed through geotextile fabric or hay bales. The amount of water flowing back into the Columbia River or flushing channel will be a function of the sediments and the depth of the dredge cut.

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

Waste materials will not enter the ground or surface waters as part of the Dredging Program. Turbidity will occur temporarily as a result of dredging and in-water placement, but, as noted previously, turbidity is suspended river sediment and is not a waste material.

Previous sediment characterization of dredge prism sediment has shown that the sediment quality meets the Sediment Evaluation Framework Screening Levels and PSET has determined dredged sediment from the established vessel berths to be suitable for placement in-water. The exception to this is at Berth 8/9 where there is known subsurface contamination (documented in the *Portland Sediment Evaluation Team (PSET) Suitability Determination from Ecology's Shorelands and Environmental Assistance Program*, dated August 18, 2016). In the future, when Berth 8/9 is deepened and the subsurface contaminated sediment is removed, the dredge material from that dredge event will not be placed in-water. It will either be disposed of at a permitted upland disposal facility, or placed at the port-owned Gateway 3 site for upland dredged material placement. The determination will be based on chemical testing, and the subsurface sediment from Berths 8/9 will only be placed at the Gateway 3 site if the chemical quality is in compliance with MTCA criteria. Therefore, contamination from Berth 8/9 sediments would not enter ground or surface water.

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

The proposed project components are not anticipated to significantly alter or affect drainage patterns in the vicinity of the site.

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

The following measures are incorporated into the Dredging Program to avoid and minimize potential impacts to surface waters in the project area.

- A Water Quality Monitoring Plan, Dredging Plan, Spill Prevention Countermeasure and Control (SPCC) Plan, and other relevant plans will be prepared, approved by the agencies with jurisdiction, and implemented by the Contractor during construction.
- Turbidity will be monitored to ensure construction activities are in compliance with Washington State Surface Water Quality Standards (WAC 173-201A), and all conditions specified in the project-specific Water Quality Certification (WQC) issued by Ecology.
- During dredging, dredge material will be placed on a barge or scow and will be passively dewatered, with water draining back into the Columbia River or flushing channel after sediment is allowed to settle and is passed through geotextile fabric or hay bales.
- A suite of BMPs will be employed to minimize sediment loss and turbidity generation during dredging and dewatering, including but not limited to the following:

- Elimination of multiple bites while the bucket is on the bottom
- No stockpiling of dredge material below the ordinary high water line
- No riverbed leveling
- Use of spill plates during transloading
- Other conditions as specified in the WQC

Depending on the results of the water quality monitoring program, enhanced BMPs may also be implemented to further control turbidity. Enhanced BMPs may include the following:

- Slowing the velocity (i.e., cycle time) of the ascending loaded clamshell bucket through the water column
- Pausing the dredge bucket near the bottom while descending and near the water line while ascending
- The barge will be managed such that the dredged sediment load does not exceed the capacity of the barge. The load will be placed in the barge to maintain an even keel and avoid listing. Hay bales or filter fabric will be placed over the barge scuppers to help filter suspended sediment from the return water.
- Dredge vessel personnel will be trained in hazardous material handling and spill response, and will be equipped with appropriate response tools, including absorbent oil booms. If a spill occurs, spill cleanup and containment efforts will begin immediately and will take precedence over normal work, and appropriate spill notifications will occur, per the conditions of the project permits and contract.
- The Contractor will inspect fuel hoses, oil or fuel transfer valves, and fittings on a regular basis for drips or leaks in order to prevent spills into the surface water.

Prior to each dredging cycle, the port will contact PSET agencies to determine whether additional sediment testing is required or if sediments being dredged are covered under the “recency” evaluation of the existing suitability determinations.

#### 4. Plants

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

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

**Flushing Channel:** Riparian plants exist along the shoreline of the flushing channel, with a range of vegetation type from grasses and shrubs, to mature deciduous trees.

**In-Water Area for Dredge Material Placement:** There is little to no habitat complexity within the mid-channel in-water area for dredge material placement due to frequent vessel traffic, depth, and river flow conditions. Additional information on this can be found in the *Natural Resources Inventory Management Plan*, produced by Vigil Agrimis, Inc. and Herrera Environmental Consulting in 2004. To the east, the shoreline is heavily vegetated with mature trees and an understory of thick shrubs and groundcover. There are very few trees or mature vegetation within the shoreline buffer to the west.

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

The new project components are not anticipated to result in any vegetation removal or alteration.

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

There are no known threatened or endangered plant species known to be on or near the site. However, one Washington-state listed sensitive species has been observed south of the flushing channel, but outside of the area of direct project impact. The western ladies' tresses (*Spiranthes porrifolia*) was first observed in 2004 but has not been observed in recent years.

The Washington Natural Heritage Information System lists several plant species for Clark County, with one recorded as occurring within the floodplain of the lower Columbia River. However, the potential for this water howellia (*Howellia aquatilis*) to occur within the project site is considered very low because the species requires clay and organic soils, semi-permanent water, and overhanging deciduous trees, which are not characteristics of the flushing channel.

Further, the program activities would not disturb plant species.

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

No landscaping is proposed as part of the Dredging Program, and measures to preserve or enhance vegetation on the site are not proposed either, because the Dredging Program will not have an adverse effect on plant species.

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

The invasive Himalayan blackberry (*Rubus armeniacus*) and invasive grass species existing throughout the lower Columbia River.

**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:** hawk, heron, eagle, songbirds, other: bald eagle, streaked horned lark, sandhill cranes, osprey

**mammals:** deer, bear, elk, beaver, other: California and Stellar sea lions, harbor seals

**fish:** bass, salmon, trout, herring, shellfish, other: forage fish typical of freshwater systems, smelt, sturgeon

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

The following threatened and endangered species, or evolutionarily significant units (ESUs) and their distinct population segments (DPS), exist within the Columbia River in-water area for dredge material placement and the Vancouver Lake flushing channel, which are the new project components of the existing Dredging Program. The proposed actions, action area, and potential effects to these species from the Dredging Program will be described in a project-specific Biological Assessment. Maintenance dredging within the established berths has been previously reviewed under port-issued Biological Assessments (2007, 2013 and 2014), and has undergone consultation under Section 7 of the Endangered Species Act (ESA) and concluded with a determination of “not likely to adversely effect.”

- **Chinook salmon (*Oncorhynchus tshawytscha*):** Lower Columbia River ESU, Upper Willamette River ESU, Upper Columbia River spring-run ESU, Snake River spring/summer run ESU, Snake River fall-run ESU.
- **Chum salmon (*Oncorhynchus keta*):** Columbia River ESU.
- **Coho salmon (*Oncorhynchus kisutch*):** Lower Columbia River ESU.
- **Sockeye salmon (*Oncorhynchus nerka*):** Snake River ESU.
- **Steelhead (*Oncorhynchus mykiss*):** Lower Columbia River ESU, Upper Willamette River ESU, Middle Columbia River ESU, Upper Columbia River ESU, Snake River Basin ESU.
- **North American green sturgeon (*Acipenser medirostris*):** Southern DPS
- **Pacific eulachon (*Thaleichthys pacificus*):** Southern DPS
- **Bull trout (*Salvelinus confluentus*):** Columbia River DPS
- **Streaked horned lark (*Eremophila alpestris strigata*)**

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

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

Potential impacts to migrating salmonids will be analyzed within a project-specific Biological Assessment, and evaluated during ESA consultations. It is anticipated that the National Marine Fisheries Service and the U.S. Fish and Wildlife Service will conclude that the activities proposed under the Dredging Program are not likely to adversely affect these fish species listed above, since that determination has been provided under previous consultations for the Dredging Program.

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

In addition to measures included in the 2012 Berth Dredging Project SEPA checklist, vegetative monitoring will be implemented at an existing upland parcel for dredge material placement to avoid the creation of desirable habitat for streaked horned larks in an area actively used for stockpiling. This monitoring is consistent with the Biological Opinion issued by the U.S. Fish and Wildlife Service in 2015 for Maintenance Dredging and Management of Upland Disposal Sites. Although the vegetative monitoring is related to an existing component of the Dredging Program

(upland placement of dredge material) and not the new project components, it is included in this SEPA checklist because it is a new condition of the project permits, since the 2012 SEPA checklist was prepared.

- The Port of Vancouver will complete surveys for vegetative cover at the Gateway 3 site.
  - Vegetative monitoring on the Gateway 3 site (excluding the area managed for the bald eagle nest buffer in the southwest corner of the site) will be implemented using the simple random sampling methodology described by Elzinga *et al.* (*Measuring and Monitoring Plant Populations*, 1998). This will include:
    - A grid pattern will be laid on a site aerial excluding and providing a 10 foot buffer around the eagle nest area. Using a random number generator, four plots will be identified.
    - The random plot coordinate will be entered into a Global Positioning System (GPS) for location in the field.
    - The total percent cover of vegetation within a 10-foot diameter circle will be monitored monthly during the months April, May, June, and July.
- The Port of Vancouver will provide a copy of the survey reports to the Service's consulting biologist by December 31 each year, beginning in 2015.

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

Two animal species from Washington State's comprehensive list of invasive animals, plants, microorganisms, or pathogens have been observed within the lower Columbia River, although no sightings have occurred within the project area for the Dredging Project. These include the American bullfrog (*Rana catesbeiana*) and the nutria (*Myocastor coypus*).

**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.**

The completed project activities, specific to the new project components of the Dredging Program, are best described as a maintained flushing channel and appropriately placed dredge material. The completed project does not use energy; all energy needs of the Dredging Program are related to dredging equipment, and construction support vessels/vehicles and other equipment (i.e., tugs, skiffs, land-based transloading equipment), and are short-term and temporary in nature.

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

The Dredging Program is not anticipated to affect the potential use of solar energy by adjacent properties.

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

Any required upland trips will be required to follow the port's anti-idling policy, limiting unnecessary idling during port-contracted program activities.

## 7. Environmental health

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

Please see the responses to questions B. 7. a. 1)–5) for detail regarding potential environmental health hazards that could occur as a result of this proposal, as well as the proposed BMPs to minimize potential occurrences and potential related impacts.

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

**Established Berths:** Existing sediment quality from port berths indicate dredge material likely comprises clean sand and gravel. Previous sediment characterization of dredge prism sediment, conducted as recently as 2015, has shown that the sediment quality meets the Sediment Evaluation Framework Screening Levels and PSET has determined dredged sediment from the established vessel berths to be suitable for placement in-water. The exception to this is at Berth 8/9 where there is known subsurface contamination (documented in the *Portland Sediment Evaluation Team (PSET) Suitability Determination from Ecology's Shorelands and Environmental Assistance Program* dated August 18, 2016).

**Flushing Channel:** In 2003, the port collected sediment samples from the flushing channel in order to characterize the sediment quality for maintenance dredging operations. The sampling and analyses of channel sediments were performed in accordance with the Dredged Material Evaluation Framework (DMEF) manual, the predecessor guidance to the current Sediment Evaluation Framework. A total of 10 sediment samples were analyzed for metals, tributyltin in porewater, chlorinated pesticides, polychlorinated biphenyls (PCBs), and semivolatile organic compounds and all analytical results were less than the applicable DMEF screening levels and indicated that the dredge material was suitable for stockpiling and re-use as clean fill on port property (per a Hart Crowser 2003 letter re: Results of the Sediment Sampling at Flushing Channel to Vancouver Lake). Sediment sampling was also conducted in 2009, after the 2006 maintenance dredging event, by the USEPA. The results of the USEPA sediment sampling and analyses also indicated that the sediment that had accumulated within the flushing channel was below background concentrations, used as the applicable screening criteria. The port is preparing a Sampling and Analysis Plan for submittal to PSET for the characterization of sediments that have accumulated within the flushing channel and will be included in the maintenance dredging prism to inform PSET Suitability Determination.

The Dredging Program would not disturb existing soils or sediments during placement of dredge material within the upland parcels for dredge material placement or within the in-water area for dredge material placement.

### 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.**

The only known potential hazardous chemical that affects the development and design of the Dredging Program is the previously detected sediment concentrations of tributyltin (TBT) located in the subsurface of Berth 8/9. To avoid potential exposure to this contamination, the port is proposing maintenance dredging at an elevation above the depth of known contamination. If deepening of the berth is desired in the future, consistent with current



permits, dredging would be designed to a depth that would remove contamination, and leave a post-dredge surface that complied with applicable screening criteria.

**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.**

No toxic or hazardous chemicals would be stored or produced during the Dredging Program. Gas, oil, and grease required for standard construction equipment would be used. The Contractor will be required to prepare an SPCC Plan to identify procedures to avoid, minimize, and, if necessary, respond to any such releases.

**4) Describe special emergency services that might be required.**

Safety protocols would be developed by the Contractor prior to maintenance dredging to reduce the need for emergency medical services at the site.

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

Sediment sampling will confirm sediment quality in the flushing channel, and will be used to determine options for dredge material placement. Similarly, sediment sampling will occur between 2018 and 2022 depending on when the existing sediment data "recency" period expires in the various established berths, meaning the data are no longer current. This will also confirm the options for placement of the dredge material.

To prevent impacts resulting from an unintentional release of fuel, lubricants, or other hazardous materials, the Contractor will prepare a SPCC Plan to be used for the duration of the project activities.

- The SPCC Plan will identify construction planning elements and recognize potential spill sources at the site. The SPCC Plan will outline responsive actions in the event of a spill or release and will identify notification and reporting procedures. The SPCC Plan will also outline Contractor management elements such as personnel responsibilities, project site security, site inspections, and training.
- The SPCC Plan will outline the measures taken by the Contractor to prevent the release or spread of hazardous materials, either found on-site and encountered during construction but not identified in contract documents, or any hazardous materials that the contractor uses on the construction site during construction activities. These items include, but are not limited to, gasoline, oils, and grease.
- The Contractor will maintain, at the job site, the applicable equipment and material designated in the SPCC Plan, as well as personnel trained in its use.

**b. Noise**

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

The port is a working waterfront and an active industrial area, with zoning that allows for noise-generating activities. The noise associated with standard operations at the port will not affect the Dredging Program.

**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 maintenance dredging and material placement will be short-term. Long-term noise will not be generated by the Dredging Program. The dredge equipment and other construction equipment will operate at a similar volume to other industrial activities that occur on port-owned property, and the work is most likely to occur during standard working hours, but could occur at night if required. Regardless, the noise generated would remain below the maximum permissible noise levels provided in WAC 173-60-040, and will remain in full compliance with the noise levels outlined in these regulations.

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

No additional measures from those described in the 2008 and 2012 SEPA checklists are proposed to reduce or control noise impacts as noise effects are not anticipated.

**8. Land and shoreline use**

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

The port is a fully operational public port that handles more than 6 million tons of cargo each year, across 800 acres of currently operating facilities. Four marine terminals exist onsite, providing 13 established berths and associated upland facilities.

- Terminal 2 (Grain Elevator, Berths 1, 2, 3, 4, and 5)
- Terminal 3 (dBerths 7 and 8/9)
- Terminal 4 (Berths 10 and 13/14)
- Terminal 5 (Berth 17)

Refer to the port's website for more details on current use of the port facilities. The Dredging Program would not affect the existing land use at the site or adjacent properties.

The flushing channel was constructed and continues to be used to improve water quality in Vancouver Lake. The dredging proposed under the Dredging Program is intended maintain the intent of the flushing channel function: to improve flushing and dilution by increasing the flow of freshwater from the Columbia River into Vancouver Lake. Therefore, the Dredging Program would be consistent with use of the site and would not result in adverse impacts.

The properties directly adjacent to the north of the flushing channel are park space, owned by Clark County Parks. To the west is Blurock Landing and the Columbia River. Vancouver Lake is located to the east of the flushing channel, separated by state highway 501, and is a regional park resource. To the south, port property is used for farming activities. These properties will not be affected by the proposed maintenance dredging, because the project activities are expected to be confined within the flushing channel.

The in-water area for dredge material placement is located within the Columbia River, which hosts a variety of uses from industrial activities and commerce, to recreational areas and wildlife refuges. Placement of material dredged from the Columbia River and flushing channel, to this proposed area within the Columbia River, is not expected to affect current use. Additionally, this

proposed area was selected to meet regulatory requirements that would avoid impacts to the site, or use of the site, as outlined in the response to question A.11.

- 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?**

There is no known history of agricultural use within the flushing channel or within the in-water area for dredge material placement. These sites are in aquatic environment. Agricultural activities still occur on the on parcels adjacent to both the flushing channel and the in-water area for dredge material placement.

- 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:**

Current upland parcels used for dredge material placement are not anticipated to affect or be affected by lands currently used for agriculture. The new project components will not increase the currently authorized annual volume of dredge material and will not enlarge or otherwise change the approved upland parcels for material placement; and, therefore do not represent additional anticipated impacts to upland placement sites. If in-water disposal is permitted by the regulatory agencies, the volume of material placed at the upland sites could be reduced.

- c. Describe any structures on the site.**

The port hosts a variety of buildings, marine terminals, and docks that are equipped to handle different cargo types. Two round concrete culverts are located within the flushing channel to convey water beneath Lower River Road, and through a "tide box" structure that contains sluice gates and one-way tide flap gates. Two detachable log booms and a 36-inch surface water outfall structure are also within the flushing channel. There are no structures within the in-water area for dredge material placement.

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

The Dredging Program does not propose to demolish any structures.

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

The current zoning classification for the flushing channel and the in-water area for dredge material placement is water.

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

The current comprehensive plan designation for the flushing channel and the in-water area for dredge material placement is water.

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

The areas above the ordinary high water mark on the site are designated as Urban: High Intensity in the City of Vancouver Shoreline Master Program, effective September 24, 2012.

Additionally, the Shoreline Master Program designates the Columbia River and Vancouver Lake as shorelines of statewide significance and are designated Aquatic. The flushing channel is also designated as Aquatic.

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

The entire City of Vancouver, because of its location above the Troutdale Aquifer, is within a critical aquifer recharge area (CARA) as defined in VMC 14.26.115, and has been designated as a sole source aquifer by the U.S. Environmental Protection Agency. However, the project site and the new project components are not within 1,900 feet of a municipal water well supply and are therefore not subject to the special protection area provisions of VMC 14.26, Water Resources Protection. Additionally, the new project components would not disturb existing critical habitat or riparian buffers located adjacent to the flushing channel and in-water area for dredge material placement.

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

The flushing channel, and the in-water area for dredge material placement themselves do not support housing or employment.

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

The Dredging Program would not result in displacement.

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

Measures to avoid or reduce displacement impacts are not proposed.

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

Maintenance dredging within the flushing channel is consistent with existing and future land uses because it would support the intended function of the flushing channel, which is to convey water from the Columbia River to Vancouver Lake.

Additionally, the project will be reviewed by the City of Vancouver as part of the permitting process under the Shoreline Master Program to further ensure compatibility.

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

The Dredging Program would not result in direct or indirect impacts to nearby agricultural and forest lands because the new project components occur below ordinary high water. Further, there are no agricultural or forest lands of long-term commercial significant in the City of Vancouver.

**9. Housing**

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

No housing units will be provided as part of the Dredging Program.

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

No housing units will be eliminated as part of the Dredging Program.

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

Because the Dredging Program will not provide or eliminate housing, no measures to reduce or control housing impacts are proposed.

## **10. Aesthetics**

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

No new structures are proposed as part of the Dredging Program.

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

The Dredging Program would not alter or obstruct views in the immediate vicinity of the project. The equipment associated with dredging and material placement is consistent with a working port facility and the industrial and commercial use of the Columbia River.

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

Because the Dredging Program will not result in short-term or permanent aesthetic impacts, no measures to reduce or control aesthetic impacts are proposed.

## **11. Light and glare**

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

Light and glare associated with the Dredging Program would be limited to temporary and short-term impacts, and would be generated by dredging equipment, support vessels, and trucks during construction. It is anticipated that most work will occur during a 10-hour workday, from 7:00 am to 5:00 pm, thus lighting requirements should be minimal, and typically used during the beginning and ending of the standard daily shifts when natural light levels are lower. However, if work extends into nighttime hours, the light or glare associated with project construction is expected to be within the ambient light levels of an operational industrial facility and will be directed toward work areas to minimize glare.

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

The finished project will not produce light or glare.

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

Off-site sources of light or glare would not affect the Dredging Program.

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

The Dredging Program would not result in impacts from light or glare; therefore, no measures to reduce or control light and glare are proposed.

**12. Recreation**

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

The lower Columbia River is used for waterborne recreation such as boating, kayaking, wind surfing, and fishing. Shoreline access is available at a number of informal and established scenic viewpoints and parks, such as Blurock Landing, which is located at the entrance of the flushing channel.

Vancouver Lake and the neighboring Vancouver Lake Regional Park used for a variety of passive and active recreational opportunities, including picnicking and birdwatching, and fishing, swimming, windsurfing, kayaking, canoeing, and sand volleyball, among other things.

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

The Dredging Program would not displace any existing recreational uses. Dredging would occur within the flushing channel, which does not directly support recreational activities. In-water placement of dredge material would occur by barge, but this vessel traffic is consistent with other commercial vessel traffic that exists along the lower Columbia River.

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

Because the Dredging Program will not result in recreational impacts, no measures to reduce or control recreational impacts are proposed.

**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 existing SEPA checklists (2008 and 2012) provide a description of buildings, structures, and sites that have been inventoried and evaluated for potential historic significance. Given that the new project components are aquatic features and would not have impacts to structures, and the area of potential effects from the existing Dredging Program would be inclusive of the larger Port facility, the previous SEPA analysis adequately covers historic buildings, structures and site information.

**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.**

The banks of the Lower Columbia River are known to have been used by Native Americans for temporary fishing camps prior to European settlement. The project area has been classified by the City of Vancouver as Level A High Probability for archeological resources. Since the early 1970s, numerous archaeological investigations have been conducted in the project vicinity, with

involvement of the Confederated Tribes of the Grand Ronde, Chinook Tribe, Cowlitz Tribe, Confederated Tribes of Siletz, Shalwater Bay Tribe, and the Yakama Nation.

Archaeological resources were uncovered during construction of the flushing channel in 1982. In response, the port initiated consultation with the tribes and with the Department of Archaeology and Historic Preservation (DAHP). The dredging proposed under the Dredging Program is within areas that have been previously dredged, would not deepen the flushing channel beyond its design elevation, and would focus on recently accumulated deposits of river sediment. Therefore, the risk of disturbing cultural resources is low. No evidence of cultural resources were identified during the previous flushing channel maintenance dredging event.

- 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.**

As part of the evaluation of potential cultural resources in the area, the following databases were queried: the National Register of Historic Places, the Washington Information System for Architectural and Archaeological Records Data, and the Clark County database of Historic Sites.

- 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.**

As part of the process to secure federal permits for the Dredging Program, consultation will be initiated with potentially affected Tribes and with DAHP. This opportunity for consultation will allow the Tribes and DAHP to propose measures to avoid, minimize, or compensate for loss of, changes to, and disturbance to resources.

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

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

## **14. Transportation**

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

The proposed project revisions will not result in changes to access and use of the existing street system. The primary roadway serving the port is State Route 501. Several roads stem from State Route 501 and run internal to the port property, including: NW Old Lower River Road, NW Gateway Avenue, W 26<sup>th</sup> Avenue, St Francis Lane, and Thompson Avenue.

Access to and egress from the port has not changed since the previous environmental reviews.

- 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?**

The nearest transit stop is approximately 0.5 to 1 miles from the port, on Fruit Valley Road. The stop is served by C-Tran Route 6: Fruit Valley/Grand.

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

Parking spaces would not be added or eliminated as part of the Dredging Program.

- 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 Dredging Program does not require any new or improved roadways or other transportation improvements.

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

The project area is in the immediate vicinity of water and rail transportation, as the port is located on the lower Columbia River and is served by BNSF Railway and Union Pacific Railroad.

Dredging and other construction equipment will arrive to the project site using the lower Columbia River, will operate at the dredging project sites, and will transport material downstream to the proposed in-water area for dredge material placement when dredge material is designated for in-water placement.

- 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?**

No additional vehicular trips are expected to be generated from the completed project.

Vehicle trips generated by the Dredging Program would be relatively short-term and temporary, and generated by dredging and upland material placement. When material is placed upland, dredge material will be offloaded at Berth 4, Berth 9, or Berth 10, and loaded into trucks for placement at the upland parcels for dredge material placement.

Because the total volume of dredge material generated by the new project components will not exceed the estimated 50,000 CY of annual dredging volume identified in the 2008 SEPA checklist, no additional truck trips would be generated beyond those described in the 2008 SEPA checklist.

- 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.**

The Dredging Program is not expected to affect the movement of agricultural and forest products on roads and streets in the area because the truck traffic generated by project activities would use roads internal to the port, and State Route 501, consistent with the truck trips



generated by current dredging activities in the Dredging Program. Further, if dredge material is placed in-water, this would reduce the anticipated level of truck traffic on surface streets.

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

Transportation impacts are not anticipated as a result of the Dredging Project. Under a previous permitting effort, the City of Vancouver also reviewed the potential truck traffic associated with maintenance dredging and determined that the existing transportation infrastructure was adequate to serve the project needs. The previously anticipated volumes of 12 to 15 truck round trips per hour, and 120 to 150 truck round trips per day during dredging activities would not change as a result.

**15. Public services**

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

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

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

Because the Dredging Program will not affect public services, no measures to reduce or control impacts are proposed.

**16. Utilities**

**a. Circle utilities currently available at the site:**

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.**

No new or modified utilities are proposed as part of the Dredging Program.

**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: Brianne Sheron

Name of signee Brianne Sheron

Position and Agency/Organization Project Manager, Port of Vancouver

Date Submitted: 6/19/2017





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**FLOYD | SNIDER**  
 strategy • science • engineering

A/E PROJECT NUMBER: 1700018

DRAWING SCALE:  
 1:1400

DRAWN BY:  
 KMV

APPROVED BY:  
 SJS

DATE:  
 6/05/2017

REVISION  
 NO. DATE.

**PORT OF VANCOUVER USA**  
 DREDGING PROGRAM

**FIGURE 1: VICINITY MAP AND SITE PLAN**  
 (FOCUSED ON PROJECT UPDATES)



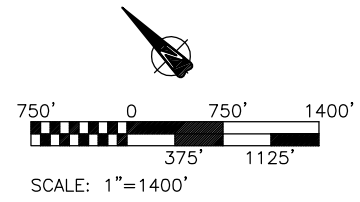
**PROJECT LOCATION**  
**PORT OF VANCOUVER, WA**

**WASHINGTON KEY MAP**

**LEGEND**

ANTICIPATED IN-WATER AREA FOR DREDGE MATERIAL PLACEMENT

MAINTENANCE DREDGING WITHIN FLUSHING CHANNEL



**Port of Vancouver USA**

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SHEET CONTENTS

DRAWING NUMBER

**FIG 1**

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 POV PROJECT NO: