



**Notice of Supplemental Mitigated Determination of Nonsignificance (MDNS)  
Port of Vancouver USA Dredging Program**

**Description of Proposal:** The initial proposal described in the SEPA Environmental Checklist prepared September 8, 2008 and the corresponding MDNS issued September 9, 2008 was for the Port of Vancouver USA's (Port) removal of approximately 50,000 cubic yards of dredged material in front of the Grain Terminal and Berths 2, 4, 7, 8, and 9, between river mile 103.5 and 105.5. The proposal included deepening the berths to match the depth in the federal navigation channel of -43 feet Columbia River Datum (CRD), plus 2 feet of advance dredging and allowable overdredging, to a total depth of -45 feet CRD. In addition, the Port had requested authorization for 5 years of maintenance dredging to maintain the berths mentioned above to their newly authorized depth and to maintain Berths 1, 5, 10, 13, 14 at their currently authorized depth of -40 feet CRD, with an additional two-foot advance/overdredge allowance, to a total depth of -42 feet CRD. Annual berth maintenance dredging is estimated to remove up to 50,000 cubic yards of material on an annual basis.

In December 2012, the Port issued a Supplemental SEPA Environmental Checklist to evaluate potential environmental effects associated with modifications to the Port's ongoing dredging activities at its marine terminal berths. These ongoing dredging activities will continue as described in the September 8, 2008 SEPA Environmental Checklist. In addition to the ongoing dredge activities addressed in the 2008 SEPA Checklist, the December 2012 Supplemental SEPA Environmental Checklist addressed the following modifications to the project:

- 1) Modifying dredge depths of Berths 1, 5, 10, 13, and 14.
- 2) Adjustment to the dredging location at Berth 10.
- 3) Clarification that hydraulic dredging may be used at Berth 10.
- 4) Verification of upland placement site locations.
- 5) Potential change to the permitted in-water work window.
- 6) Extension of work hours to allow nighttime activities.

An MDNS for the 2012 modifications was issued by the Port of Vancouver on January 11, 2013, which modified some of the 2008 conditions and added new conditions.

A second Supplemental SEPA Environmental Checklist was prepared on June 19, 2017 to evaluate two new project components: (1) Maintenance dredging within the established Vancouver Lake flushing channel; and (2) in-water placement of dredge material within an agency-approved in-water area in the Columbia River.

**Location:** Vancouver Lake flushing channel (tax parcel identification number 153313000); in-water area for dredge material placement (Columbia River between river miles 101.5 and 103); and established berth areas within Port of Vancouver Tidelands (Columbia River between river miles 103.5 and 105.5).

**Proponent:** Port of Vancouver USA  
3103 NW Lower River Road  
Vancouver, WA 98660

**Lead Agency:** Port of Vancouver USA

**Property Owners:** Port of Vancouver USA  
3103 NW Lower River Road  
Vancouver, WA 98660

**Neighborhood Associations:** Fruit Valley

The Lead Agency has reviewed the completed Environmental Checklist for the above-described proposal (the “Project”) and other information on file with the Lead Agency, as required by WAC 197-11-310 – 197-11-330. The Lead Agency has determined that the Project is likely to have a probable significant adverse impact on the environment, but any such impacts will be mitigated to a level of nonsignificance if the measures identified below are implemented by the Proponent. With the implementation of these mitigation measures, the Project will not have a probable significant adverse impact on the environment and the preparation of an environmental impact statement under RCW 43.21C.030(2)(c) is not required.

The Project will be consistent with all federal, state, and local approvals, permits, and regulations.

**Conditions of Approval for Mitigating Environmental Impacts:**

This Supplemental MDNS includes the following Conditions of Approval:

**Initial MDNS Conditions of Approval** (The following conditions were made as part of the MDNS issued on September 9, 2008, and as modified by the Supplemental MDNS issues on

January 11, 2013, continue to apply to all components of the Port of Vancouver USA's "Dredging Program."):

- *Construction best management practices (BMPs) will be employed to control erosion, sedimentation, runoff, turbidity, stormwater, accidental spills and air quality.*
- *Design dredge prisms to minimize sloughing and maintain stable side slopes in order to reduce erosion caused by deepening.*
- *~~In water work window of November 1—February 28 will be adhered to so work will take place when juvenile salmonids are least likely to be present in the action area.~~ (This condition was stricken on January 11, 2013 to allow flexibility with changes to the in water work window. Work will take place within the authorized window that is governed by state and federal agencies as necessary to avoid impacts to aquatic species.)*
- *If daily inspections of dredged material indicates presence of juvenile salmonids, crane operation will be adjusted (slowed) to increase opportunity for juveniles to avoid the bucket.*
- *A Spill Prevention Countermeasure and Control (SPCC) Plan will be developed and used during the duration of project.*
- *~~Work will take place during daylight hours (between 7:00 AM and 5:00 PM) to avoid impacts of light and glare.~~ (This condition was stricken on January 11, 2013 to allow work to take place during night time hours with the following protection added to the conditions: lights will be directed toward work areas and away from adjacent areas, to the extent possible, to avoid potential hazards to wildlife, in compliance with VMC 20.935.030.D, which restricts off-site lighting and glare impacts, including impacts to critical areas and buffers.)*
- *If artifacts are unearthed, work would stop and the Port would contact the State Historical Preservation Office.*
- *A Trip Generation and Distribution Report was submitted to the City of Vancouver as part of the Shoreline Substantial Development Permit application process. Any transportation mitigation measures, will be agreed upon between the City and the Port.*
- *Determination based on compliance with all government approvals and permits.*

**MDNS Conditions of Approval** (The following conditions were made as part of the MDNS issued on January 11, 2013, and continue to apply to all components of the Port of Vancouver USA's "Dredging Program."):

- *Construction best management practices (BMPs) will be employed to control erosion, sedimentation, runoff, turbidity, stormwater, lighting, noise, accidental spills and air quality.*

- *When dredge material is placed at Parcel 3 and in accordance with USFWS National Bald Eagle Management Guidelines, the material placement will occur outside the 660-foot protective buffer area.*
- *Maintain hydraulic dredge at the river bed to the extent possible and minimize raising the dredge head to the maximum extent practicable during dredging.*
- *Prevent work barges from grounding out on the river bottom.*
- *T-5 West disposal site will require that the appropriate permits and approvals are in place before any dredged material is placed within the wetlands or buffers.*
- *Due to nighttime work activities project must meet noise restrictions of VMC 7.05.010 g (i) and (ii).*

**Supplemental MDNS Conditions of Approval (The following conditions are additional to previously issued or modified conditions of approval, above, as part of this Supplemental MDNS):**

- *A Water Quality Monitoring Plan, Dredging 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 the Department of Ecology.*
- *Vegetative monitoring at the Parcel 3 upland disposal site.*
- *Best Management Practices (BMPs) will be employed to minimize sediment loss and turbidity generation during dredging and dewatering.*
- *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.*
- *If the water quality monitoring program indicates the need for enhanced BMPs to be implemented to further control turbidity, then enhanced BMPs shall be implemented as indicated by the water quality monitoring program.*
- *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.*

The environmental checklist and related information, which are the basis of this determination, are available for review at the Port of Vancouver, 3103 NW Lower River Road, Vancouver, WA 98660 and available on the Port of Vancouver’s website <http://www.portvanusa.com/environmental-services/sepa/>.

**The issue date of this notice is June 29, 2017. Comments must be received by 5 pm, July 13, 2017.** The Port will not act on this proposal for 14 days from the date of issuance. Comments

regarding this determination should be made in writing within 14 calendar days after the date this decision is issued. **No verbal comments will be accepted.**

Comments should be addressed to:

Responsible Official: Matt Graves

Email: [mgraves@portvanusa.com](mailto:mgraves@portvanusa.com)

Mailing Address: Port of Vancouver  
Attn: Matt Graves  
3103 NW Lower River Road  
Vancouver, WA 98660

  
Responsible Official Name

6-26-17  
Date