Port of Vancouver USA

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

SEPA[1] Environmental Checklist WAC 197-11-960

Property Owner: Port of Vancouver (Print or Type Name) Telephone: 360-693-3611

Mailing Address: 3103 NW Lower River Road, Vancouver, WA 98660 (No., City, State, ZIP)

Applicant: Port of Vancouver (Print or Type Name) Telephone: 360-693-3611

Mailing Address: 3103 NW Lower River Road, Vancouver, WA 98660 (No., City, State, ZIP)

Relationship to Owner: Same

Tax Assessor Serial Number(s): Refer to Section A.12 below for proposal location information.

Legal description: Lot(s) _____ Block(s) _____ Plat name _____
(If a Metes and Bounds description, check here ☐, and attach narrative to this application.)

Site Address (if any): _____

Purpose of checklist

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

Instructions for applicants

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

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

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

Instructions for lead agencies

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

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. **Name of proposed project, if applicable:**

   Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development, Resolution 1-2026

2. **Name of applicant:**

   Port of Vancouver

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

   Contact Person: Josh Pope, Engineering Project Manager
   jpope@portvanusa.com
   Port of Vancouver
   3103 NW Lower River Road
   Vancouver, WA 98660
   360-823-5379

4. **Date checklist prepared:**

   January 2026

5. **Agency requesting checklist:**

   Port of Vancouver

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

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

would occur following a public hearing anticipated to be held during a port commission meeting on February 24, 2026. The port's commission meetings and agendas can be found on the port's website and any changes to the above date can be found at the following webpage: http://portvanusa.com/about/commission/.

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

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

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

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

   i) **Well No. 3 Upgrades:**

   The following environmental information has been prepared for the project site (but not for the purpose of the project):

   - *Port of Vancouver Wellhead Protection Plan (Port of Vancouver 2025)*
   - *Beneficial Water Use Determination, Port of Vancouver Production Well Data and Zone of Contribution (Wood Environment & Infrastructure Solutions, Inc. 2018)*

   The following documents have been or are anticipated to be prepared as part of the project, prior to completion of the project:

   - *Wellhouse No. 3 Modernization Project Report (RH2 2024)*
   - *Asbestos and lead paint survey (prior to demolition)*

   ii) **Berth 10 Safety Project:**

   - *SEPA Checklist and Mitigated Determination of Nonsignificance (MDNS) (SEPA No. 202504712) (Port of Vancouver 2025)*
   - *Archaeological Predetermination Report (Archaeological Investigations Northwest, Inc. [AINW] 2023)*
   - *Cultural Resources Study (AINW 2025)*
   - *Mitigation Plan (WSP 2025)*
   - *No Net Rise Technical Memorandum (WSP 2025)*
   - *Joint Aquatic Resources Permit Application Form (WSP 2025)*
   - *SLOPES V Project Form (WSP 2025)*

- *Visual Water Quality Monitoring Plan (WSP 2025)*
- *Geotechnical Investigation (to be prepared)*

iii) **Addition of Tidewater Environmental Services Building:**

- *Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development - Resolution No. 1-2025 SEPA documents (SEPA No. 202500372): SEPA Checklist (December 2024) and Determination of Nonsignificance (DNS) (January 2025)*
- *Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development - Resolution No. 1-2024 SEPA documents (SEPA No. 202400013): SEPA Checklist (November 2023) and DNS (December 2023)*

iv) **Terminal 5 Cleanup:**

Previous environmental information has been prepared for the project site, Washington State Department of Ecology (Ecology) Cleanup Site ID No. 2867: Alcoa Vancouver (but not for the purpose of the project) and can be found at the following Ecology web link: https://apps.ecology.wa.gov/cleanupsearch/site/2867.

The following documents have been or are anticipated to be prepared as part of the project, prior to completion of the project:

- *Agreed Order (AO) DE23653, Washington State Department of Ecology and Port of Vancouver, 2025*
- *Engineering Design Report for the Terminal 5 Former Alcoa Site (to be prepared)*
- *SEPA Checklist and Determination (2025)*

v) **General Utility Improvements for all Port Property:**

Additional environmental information may be prepared for future improvements or may be existing, depending on identification of future projects. Improvements may occur across port properties, and any environmental documents affecting those locations would be identified at that time.

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

There are no known applications pending for government approval for other proposals affecting the project sites.

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

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

No other government approvals or permits will be necessary for the port Commissioners to approve Resolution 1-2026 to amend the Comprehensive Scheme.

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

i) **Well No. 3 Upgrades**:

- SEPA Determination (Port of Vancouver)
- Public Health Development Review (Clark County)
- Trade Permits (electrical, plumbing, mechanical) (City of Vancouver)
- Notice of Intent (Ecology)
- Notice of Demolition (Southwest Clean Air Agency [SWCAA])
- Air Permit Modification (SWCAA)

ii) **Berth 10 Safety Project:**

- SEPA Determination (Port of Vancouver, MDNS issued November 2025)
- Shoreline Permit(s) (City of Vancouver)
- Archeological Predetermination (Vancouver Municipal Code [VMC] 20.710.070)
- Hydraulic Project Approval (Washington Department of Fish and Wildlife [WDFW])
- Aquatic Lands Authorization (Washington State Department of Natural Resources [DNR])
- Clean Water Act Section 401 Water Quality Certification (Ecology)
- Section 10/Section 404 Permits (U.S. Army Corps of Engineers [USACE])
- National Historic Preservation Act Section 106 (USACE)
- Endangered Species Act (ESA) Section 7 Consultation (National Oceanic and Atmospheric Administration Fisheries/U.S. Fish and Wildlife Service [USFWS])

iii) **Addition of Tidewater Environmental Services Building:** No permits or approvals are anticipated as no ground disturbance or improvements are proposed as this time.

iv) **Terminal 5 Cleanup:** The proposed cleanup action would be conducted under AO DE23653 with Ecology. Additionally, the following federal permit and associated consultations would be secured:

- Nationwide Permit 38—Cleanup of Hazardous and Toxic Waste (USACE)
    - ESA Section 7 Consultation
    - National Historic Preservation Act Section 106 Consultation

v) **General Utility Improvements for all Port Property:** Approvals and permits would be identified as individual activities and improvements are developed.

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

In accordance with Revised Code of Washington (RCW) Section 53.20.020, the port is proposing to amend its Comprehensive Scheme. RCW Section 53.20.020 requires the port Commissioners to generally describe the various acquisitions, surpluses, and improvements that the port is considering and to adopt amendments to this Comprehensive Scheme by way of resolution.

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

i) **Well No. 3 Upgrades**: The port is planning to modernize its third groundwater production well in its water system, which is located within an approximately 90-square-foot wellhouse (Well No. 3). Currently serving as an emergency backup well to help ensure the port's water system remains functional, Well No. 3 has been in operation since the 1950s. Upgrading the structure will allow for more reliable and safe operations. These upgrades include: (1) demolishing and removing the existing Wellhouse No. 3 structure and facilities; (2) replacing the existing diesel-powered well head groundwater pump with a more efficient modern electric pump and motor assembly; (3) replacing the single speed fire water pump to a variable speed drive booster pump system to meet fire water flow demands; (4) rehabilitating the well itself to reclaim its maximum available pumping capacity, and installing system pipeline connections that will allow the port to cease using a gas chlorine disinfection system; and (5) adding a standby generator for backup power. Once complete, these improvements to Well No. 3 will improve reliability and safety within the port's water system, and throughout the port where efficiency is essential for fire suppression and other water needs. See Exhibit A for well location.

ii) **Berth 10 Safety Project**: This project will improve the safety of the vessels at Berth 10 through proposed improvements to the breasting dolphin fender system and the mooring and breasting dolphin layout. The project also includes compensatory mitigation through either pile removal or mitigation bank credit purchase. The project action was evaluated in a SEPA checklist and an MDNS was issued in 2025; abbreviated information about the environmental effects of the project, including potential pile removal, is included in this nonproject checklist for context, but readers may refer to the project checklist for more details (SEPA No. 202504712). See Exhibit B for project location.

iii) **Addition of Tidewater Environmental Services Building**: The port acquired Clark County Washington Tax Lot Parcels 152804000 and 98602940 on July 31, 2024. The port added the parcels to the Comprehensive Scheme under Resolution 1-2024. Under Resolution 1-2025, all improvements on the parcels, except for the Tidewater Environmental Services Building (as defined therein), were added to the Comprehensive Scheme. After adoption of Resolution 1-2025, the port ascertained that the Tidewater Environmental Services Building, consisting of approximately 17,625 square feet with offices, training room, warehouse, and repair facilities, is now owned by the port. Therefore, the port hereby adds the Tidewater Environmental Services Building to the Comprehensive Scheme. See Exhibit C for building location.

iv) **Terminal 5 In-Water Cleanup:** The port and Ecology have entered into AO DE23653 to perform an interim action remediation of contaminated sediments in the Columbia River adjacent to the port's Terminal 5 property following the proposed Interim Action Work Plan. Sediments are contaminated with polychlorinated biphenyls (PCBs) and polycyclic aromatic hydrocarbons (PAHs) from the previous aluminum smelter and extrusion operations prior to the port's ownership of the Terminal 5 property. The remaining sediment contamination requires remediation to comply with applicable cleanup levels to protect human health and the environment. It is anticipated that approximately 40,000 to 50,000 cubic yards of sediment will be removed and either placed in an Ecology-approved upland location or sent to a landfill, as appropriate. The remediation work is expected to take place during the in-water work windows of 2027/2028 and 2028/2029. The project action was evaluated in a SEPA checklist and a DNS was issued in 2025 as approved by the appropriate regulatory agencies; abbreviated information about the environmental effects of the project is included in this nonproject checklist for context, but readers may refer to the project checklist for more details (SEPA No. 202502536). See Exhibit D for location.

v) **General Utility Improvements for all Port Property:** Future utility improvement activities, such as extending water lines and adding sprinklers. Improvements would occur across the structures, properties, and physical assets owned (now or in the future) by the port. The port currently owns approximately 1,643 acres of land, which includes an operating marine and industrial port, land for future development, commercial and industrial development, and natural areas. The locations and details of these improvements would be determined in the future as needs and funding are identified.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

i) **Well No. 3 Upgrades:** The well and wellhouse are located on Tax Parcel 58918000 at 1845 NW Harborside Drive, Vancouver, Washington 98660. The abbreviated legal description from Clark County's Property Information Center is No. 29 Amos Short DLC 4.81A. The project site is located in the Northeast 1/4 of Section 28 in Township 2 North, Range 1 East. See Exhibit A for wellhouse location.

ii) **Berth 10 Safety Project:** The project site is located along the Columbia River at River Mile 104. The upland areas adjacent to the project site are Tax Parcels 503030005 and 503030000, located at 3599 and 4299 NW Harborside Drive, Vancouver, Washington 98660. If pile removal is pursued, the removal would occur on an approximately 0.56-acre site on the port's Terminal 2 property. The pile removal site is located waterward of the ordinary high water mark (OHWM) of the Columbia River, approximately 1.3 miles upstream from the project site. The aquatic lands at the project site and pile removal site are located on land owned by the State of Washington but are managed by the port through the Port Management Agreement. The project site is located within the Southwest and Northwest 1/4 of Section 20, Township 02 North, Range 01 East of the Willamette Meridian. The pile removal site is located within the Northwest 1/4 of Section 28 in the same township. See Exhibit B for project location.

iii) **Addition of Tidewater Environmental Services Building:** The building is approximately 17,625 square feet and is located on Tax Parcel 152804000 at 6305 NW Old Lower River Road. The abbreviated legal description from Clark County's Property Information Center is No. 15 John Mathews DLC 21.48A M. The building is located in the Southwest 1/4 of Section 18 in Township 2 North, Range 1 East. See Exhibit C for building location.

iv) **Terminal 5 Cleanup:** The Terminal 5 property is located along the Columbia River at 5701 NW Old Lower River Road, River Mile 103, approximately 3 miles northwest of Vancouver, Washington. The port owns the Berth 17 pier and adjacent 208-acre upland parcels (Tax Parcels 152799000, 152798000, and 152905000). The in-water portion of Terminal 5 that is subject to the Interim Action consists of multiple parcels owned by DNR and are managed under a Port Management Agreement (Tax Parcels 500501000, 503000000, 503001000, 500504000, and 503020000). One in-water parcel is owned by the port (Tax Parcel 503010000). Terminal 5 is situated in the Northwest 1/4 and Northeast 1/4 of Section 19, Township 2N, Range 1E. See Exhibit D for project location.

v) **General Utility Improvements for all Port Property:** Improvements would occur across the structures, properties, and physical assets owned (now or in the future) by the port. The port currently owns approximately 1,643 acres of land, which includes an operating marine and industrial port, land for future development, commercial and industrial development, and natural areas.

B. Environmental Elements

The following SEPA documents are incorporated by reference and are available for review upon request from the applicant (see Section A.3.) or on Ecology's SEPA Register webpage: https://apps.ecology.wa.gov/separ/Main/SEPA/Search.aspx (see Section A.8.).

- *Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development - Resolution No. 1-2025 (SEPA No. 202500372): SEPA Checklist (December 2024) and DNS (January 2025)*
- *Amendment of the Port of Vancouver Comprehensive Scheme of Harbor Improvements and Industrial Development - Resolution No. 1-2024 (SEPA No. 202400013): SEPA Checklist (November 2023) and DNS (December 2023)*
- *Berth 10 Safety Project (SEPA No. 202504712): SEPA Checklist (October 2025) and MDNS (November 2025)*
- *Port of Vancouver Terminal 5 Alcoa Vancouver Site Interim Action Cleanup of Contaminated Sediments (SEPA No. 202502536): SEPA Checklist (May 2025) and DNS (June 2025)*

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

1. Earth

a. General description of the site:

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

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

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

i) **Well No. 3 Upgrades:** The project site is located on a slope of less than 5 percent.

ii) **Berth 10 Safety Project:** The project site is located within the Columbia River. Upland conditions adjacent to the project site include the riverbank, which extends to and below the OHWM and consists of an approximately 50 percent slope (2-foot horizontal to 1-foot vertical, 2:1) that is constructed of riprap. The pile removal site is located within the Columbia River. The riverbed at this location likely slopes steeply to the dredged depth of the adjacent berth and channel, but the steepest slope is undetermined as it is located below the water surface.

iii) **Addition of Tidewater Environmental Services Building:** The building is located on a slope of less than 5 percent.

iv) **Terminal 5 Cleanup**: Extending from the OHWM along the shoreline at Terminal 5, the in-water portion of the site slopes down to approximately -50 feet Columbia River Datum (CRD). The area between the face of Berth 17 dock and federal navigation channel is sloped at a lower gradient with depths ranging from approximately -35 feet CRD to -50 feet CRD.

v) **General Utility Improvements for all Port Property:** Slopes vary throughout the port's property.

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

The U.S. Department of Agriculture (USDA) Natural Resource Conservation Service's Web Soil Survey was reviewed to identify the types of soil found in the project areas, which are listed below. According to the 2015-2035 Clark County Comprehensive Growth Management Plan, there are no designated agricultural lands of long-term commercial significance within the City of Vancouver's Urban Growth Area (UGA) boundaries. As all of the project sites are located within the UGA and city limits (with the exception of areas located within the Columbia River), there are no agricultural lands of long-term commercial significance on or near the project sites.

i) **Well No. 3 Upgrades:**

- Fill land (Fn)
  - Hydric soil rating: No
  - Drainage class: Not applicable
  - Farmland classification: Not applicable
  - Typical profile
    - H1 – 0 to 6 inches: variable

ii) **Berth 10 Safety Project:**

- Pilchuck fine sand, 0 to 8 percent slopes
  - Most of these soils are paved over at the project site.
- Water (for areas below the OHWM)
  - Soils are not mapped for in-water areas. Sediments in the Columbia River typically consist of sand.

iii) **Addition of Tidewater Environmental Services Building:**

- Fill land (Fn)
  - Hydric soil rating: No
  - Drainage class: Not applicable
  - Farmland classification: Not applicable
  - Typical profile
    - H1 – 0 to 6 inches: variable

iv) **Terminal 5 Cleanup:**

- Water (for areas below the OHWM)
  - Soils are not mapped for in-water areas. The substrate within the Terminal 5 sediment area consists of sand, silt, gravel, and native rock alluvial deposits.

v) **General Utility Improvements for all Port Property:** Unknown at this time as the locations of improvements are yet to be determined.

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

According to SEPA guidance, "unstable soils" refers to areas subject to mass wasting (rapid erosion) or landslides. Per Maps Online, there are slopes greater than 25 percent mapped around the Berth 10 Safety Project site and Terminal 5, which is considered a type of landslide hazard area under VMC 20.740.130. Bathymetry surveys conducted by the port over the past decade have shown areas upstream and within the berth at Terminal 5 that have experienced continued erosion and lowering of the mudline. Additionally, a documented slope failure, attributed to Alcoa's cleanup activities, occurred over 15 years ago adjacent to the upriver side of the Berth 17 dock.

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

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

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

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

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

i) **Well No. 3 Upgrades:** Some excavation and backfill are anticipated for the upgrades. Quantities would be estimated during design and assessed in the project SEPA checklist.

ii) **Berth 10 Safety Project:** As detailed in the project action SEPA checklist, no fill, excavation, or grading is anticipated. In the event it is determined that a stormwater pipe is needed, then approximately 7.4 cubic yards of existing soil would be excavated, and the trench would then be backfilled with the pipe and approximately 7.2 cubic yards of gravel pipe bedding.

iii) **Addition of Tidewater Environmental Services Building:** None, as no ground disturbance is proposed.

iv) **Terminal 5 Cleanup:** As detailed in the project action SEPA checklist, no filling is proposed; however, the potential for placement of up to 2,000 cubic yards of sand for dredge residual management will be evaluated in an engineering design report. The estimated dredging quantity for the project action is approximately 40,000 to 50,000 cubic yards of contaminated sediment, which will be removed and either placed upland or sent to a landfill, as appropriate.

v) **General Utility Improvements for all Port Property:** Future improvements may include filling, excavation, or grading, but the amount is unknown at this time.

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

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

i) **Well No. 3 Upgrades:** Erosion is not anticipated, as all proposed improvements would take place over paved surfaces.

ii) **Berth 10 Safety Project:** The upland areas adjacent to the project site that would be used during operations are completely paved; therefore, it is not anticipated that erosion would be unchanged from existing conditions. Excavation for the stormwater conveyance pipe, if it is needed, would occur primarily within the paved area and have little risk of erosion. Temporary erosion control measures would be installed if needed for pipe installation.

iii) **Addition of Tidewater Environmental Services Building:** Erosion is not anticipated, as there are currently no plans for ground disturbing activities.

iv) **Terminal 5 Cleanup:** Erosion is not anticipated, as no clearing, grading, or upland construction activities are proposed other than transloading of dredged material. However, the planned dredging operations and associated use of heavy machinery may cause sediment destabilization, which could cause bank failure or underwater sloughing. As detailed in the project action SEPA checklist, activities would be designed to minimize this potential, such as ensuring

appropriate slope design, avoiding overdredging, and only dredging at the depth authorized.

v) **General Utility Improvements for all Port Property:** There are some areas of the port that are at risk for erosion. The potential for these improvements to cause erosion would be evaluated on a case-by-case basis, as needed.

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

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

i) **Well No. 3 Upgrades:** No new impervious surfaces would be created, as the site is currently paved and encased within the wellhouse structure.

ii) **Berth 10 Safety Project:** Once construction is complete, the project site would contain approximately 25,852 square feet (an increase of approximately 1,250 square feet) of impervious surfaces (approximately 12 percent of the project site). Pile removal would not create any impervious surfaces.

iii) **Addition of Tidewater Environmental Services Building:** No new impervious surfaces would be created. The site is currently paved and primarily encased within the building and no ground disturbance is proposed.

iv) **Terminal 5 Cleanup:** The site is within the Columbia River and no new impervious surfaces would be created as part of the cleanup project.

v) **General Utility Improvements for all Port Property:** It is not anticipated that the types of improvements and actions undertaken for this project would result in a notable increase in impervious surfaces.

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

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

2. Air

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

No emissions would occur as a result of this nonproject action. Future construction associated with the projects would result in a short-term increase in air emissions from diesel exhaust and dust generated by heavy equipment used to perform earthmoving (e.g., fill placement, excavation), building/infrastructure construction, and other related

activities. The Well No. 3 Upgrades include replacement of the diesel pump with an electric pump and a more efficient backup generator, which will require an air permit modification from SWCAA. During operations, emissions from Well No. 3 would be reduced compared to existing conditions as the new pump would operate on electricity versus diesel fuel. Anticipated air emissions from the future operations and maintenance of the Berth 10 Safety Project and Terminal 5 Cleanup are detailed in the project action SEPA checklists, which are incorporated by reference. Additional operational air emissions may result from utility improvements if the improvements require energy for operation.

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

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

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

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

3. Water

a. Surface:

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

Under Ecology's SEPA guidance, a surface waterbody is considered in the immediate vicinity when the project is within 300 feet of the OHWM or within the width of the floodplain. Details for each future project are provided below.

i) **Well No. 3 Upgrades:** The wellhouse is approximately 300 feet from the Columbia River. It is functionally isolated from the river by several industrial structures, pavement, and railroad lines. It is not located within the floodplain.

ii) **Berth 10 Safety Project:** The project site and pile removal site are located over, in, and immediately adjacent to the Columbia River.

iii) **Addition of Tidewater Environmental Services Building:** The building is located over 600 feet from the Columbia River but is located within the floodplain. There are no mapped wetlands within 300 feet of the building; however, there is a

potential (modeled) wetland approximately 200 feet to the north. The building is functionally isolated from the potential wetland by a paved road.

iv) **Terminal 5 Cleanup:** The project site is located over, in, and immediately adjacent to the Columbia River.

v) **General Utility Improvements for all Port Property:** Improvements may take place across port-owned properties. There are surface waterbodies located throughout the port, including wetlands, the Columbia River, and the Vancouver Lake flushing channel. Future actions could take place within 300 feet of a waterbody or within a floodplain. Site conditions would be evaluated at the time a specific improvement is proposed.

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

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

i) **Well No. 3 Upgrades:** No, as there are no surface waterbodies within 200 feet of the wellhouse.

ii) **Berth 10 Safety Project:** The safety improvements and pile removal would require work over, in, and adjacent to the Columbia River. Potential environmental effects were evaluated in the project action SEPA checklist.

iii) **Addition of Tidewater Environmental Services Building:** No, as no ground disturbance is proposed.

iv) **Terminal 5 Cleanup:** The project would require work over, in, and adjacent to the Columbia River. Potential environmental effects were evaluated in the project action SEPA checklist.

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

3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

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

i) **Well #3 Upgrades:** No fill or dredge is anticipated with this project.

ii) **Berth 10 Safety Project:** No fill or dredge is anticipated with this project.

iii) **Addition of Tidewater Environmental Services Building:** No fill or dredge is anticipated with this project.

iv) **Terminal 5 Cleanup**: At this time, no fill placement is proposed as part of the project; however, the potential for placement of up to 2,000 cubic yards of clean sand on top of remaining dredge residuals (contaminated sediments remaining on site) will be evaluated in an Engineering Design Report. The project would involve the removal of an estimated volume of approximately 40,000 to 50,000 cubic yards of contaminated sediment from the in-water portion of Terminal 5.

v) **General Utility Improvements for all Port Property:** Improvements would take place across port-owned properties. Future actions may include fill or dredge; site conditions would be evaluated at the time a specific improvement is identified.

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

No surface water withdrawals or diversions would occur for this nonproject action.

The Terminal 5 In-Water Improvements would withdraw surface water from the Columbia River for non-consumptive use through the collection of dredge material. Water would then be separated from the contaminated sediment, treated, and released back to the Columbia River.

It is not anticipated that surface water withdrawals or diversions would occur from construction or operation of the other projects in the future.

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

i) **Well No. 3 Upgrades:** The site is not located within the 100-year floodplain (Federal Emergency Management Agency [FEMA] Panel 53011C0364D).

ii) **Berth 10 Safety Project:** The project site and pile removal site are located within the floodway and 100-year floodplain (FEMA Panel 53011C0364D).

iii) **Addition of Tidewater Environmental Services Building:** Portions of the building are located within the 100-year floodplain (FEMA Panel 53011C0363D).

iv) **Terminal 5 Cleanup**: The project is located within the floodway and 100-year floodplain (FEMA Panel 53011C0363D).

v) **General Utility Improvements for all Port Property:** Improvements for the port's utilities may occur across port-owned properties, some of which lie within the 100-year floodplain.

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

No discharges of waste materials to surface waters would occur for this nonproject action. It is not anticipated that discharges would occur as the result of future

construction, demolition, or operation as appropriate control measures would be in place where applicable.

b. Ground:

1. **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

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

   Future construction and/or operation of the projects are not anticipated to withdraw groundwater from a well, with the exception of the Well No. 3 Upgrades. The Well No. 3 Upgrades would allow the port to reclaim the well's pumping capacity of 1,500 gallons per minute.

   Water for dust control and suppression may be applied by water truck. Discharge of water to groundwater is not planned.

   There are existing groundwater monitoring wells proximate to the Berth 10 Safety Project and the Terminal 5 Cleanup that would be identified and protected from construction if needed.

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

2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

   No discharges of waste materials into the ground from septic tanks or other sources would occur for this nonproject action. None of the future projects are anticipated to involve discharge into groundwater. The Tidewater Environmental Services Building is currently served by an existing septic system located on Tax Parcel 152804000, and no changes or improvements are proposed at this time.

c. Water Runoff (including stormwater):

1. **Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

   No runoff would occur as a result of this nonproject action. Existing sources of runoff at the project sites are limited to stormwater runoff. Future utility improvements would be evaluated when the improvements are identified.

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

   No discharges of waste materials to groundwater or surface water would occur for this nonproject action. Any future construction or operation would be required to comply with regulations regarding the handling and disposal of waste materials.

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

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

   i) **Well No. 3 Upgrades:** The majority of upgrades would take place within the existing wellhouse and would not alter or affect drainage patterns. A backup generator would be placed outside the wellhouse but would be located on the existing pervious surface and would, therefore, not alter drainage patterns.

   ii) **Berth 10 Safety Project:** The project includes ground disturbance and an increase in overwater structures, which could have a small effect on the existing drainage patterns. The project was evaluated in a SEPA checklist and a Mitigated Determination of Nonsignificance (MDNS) was issued in 2025. The project proposes to install stormwater treatment for the existing floating deck, which would treat runoff before discharging into the Columbia River. The conveyance system would direct current stormwater runoff from the floating dock surface to the treatment devices.

   iii) **Addition of Tidewater Environmental Services Building:** No ground disturbance is proposed, and the addition of the building would not alter or affect drainage patterns.

   iv) **Terminal 5 Cleanup**: The project is located within the Columbia River and would not alter or affect drainage patterns in the vicinity of the site.

   v) **General Utility Improvements for all Port Property:** Improvements would take place across port-owned properties and may affect drainage patterns. Specific effects would be evaluated in the future when improvements are determined.

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

None are proposed for this nonproject action as no impacts would occur. Any future ground-disturbing work would require compliance with city, state, and federal regulations. Permits and approvals would be obtained as required. Future construction and operation would include BMPs as appropriate to comply with required approvals and permits. This includes compliance with VMC Chapter 14.09 (Stormwater Management).

Potential impacts and benefits from the port's utility improvements would be evaluated at a future date as improvements are identified.

4. Plants

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

☒ **deciduous tree: alder, maple, aspen, other**

☒ **evergreen tree: fir, cedar, pine, other**

☒ **shrubs**

☒ **grass**

☒ **pasture**

☒ **crop or grain**

☐ **orchards, vineyards, or other permanent crops.**

☒ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**

☐ **water plants: water lily, eelgrass, milfoil, other**

☒ **other types of vegetation**

i) **Well No. 3 Upgrades:** No vegetation is present as the site is paved and occupied by the wellhouse.

ii) **Berth 10 Safety Project:** There is limited vegetation in the project site and pile removal site as the area consists primarily of the Columbia River and impervious surfaces (such as pavement and dolphins). There are some weeds and shrubs along the shoreline.

iii) **Addition of Tidewater Environmental Services Building:** Vegetation on the site consists of grasses, weeds, trees, and shrubs.

iv) **Terminal 5 Cleanup:** Little to no aquatic vegetation exists within the Terminal 5 sediments and upland vegetation is sparse (consisting of blackberry and grass) along the shoreline and within the adjacent Terminal 5 area.

v) **General Utility Improvements for all Port Property:** The location(s) of maintenance activities is not yet known. There are various types of vegetation located throughout the port, and site conditions would be evaluated at the time a specific action and location are identified.

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

No vegetation would be removed for this nonproject action.

Ground disturbance at the project sites in the future may result in the removal or alteration of some vegetation. No trees are currently anticipated to be removed, and

existing trees would be protected in place consistent with local requirements and BMPs. Impacts to vegetation and trees at the project sites would be detailed in project-specific SEPA checklists and/or future permit applications required for construction and operation activities.

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

No threatened or endangered plant species are known to occur on or near the known project sites. This nonproject action would not affect any plant species.

Prior SEPA reviews at the port have noted the presence of western ladies'-tresses (*Spiranthes porrifolia*), a plant species listed as state sensitive, at Parcel 3. This species was not documented during two field surveys conducted in 2016 for the Parcel 3 berm project, which has since been constructed over the area of the previous observance location. However, a wetland investigation by Ecological Land Services in June 2025 found western ladies'-tresses in the northern section of the Terminal 5 West property. Future in-water work at Terminal 5 would not affect the area where the species was observed.

Improvements associated with the utility improvements could include sites with threatened or endangered plant species, which would be evaluated when locations are known.

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 this nonproject action. Measures to preserve or enhance vegetation that could be disturbed during ground disturbance would comply with City requirements for vegetation protection. Landscaping requirements are enumerated in VMC 20.925 (Landscaping) and include standards for protection of existing vegetation, revegetation, and the use of native plants.

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

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

5. Animals

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

Examples include:

- **Birds: hawk, heron, eagle, songbirds, other:**

- **Mammals: deer, bear, elk, beaver, other:**
- **Fish: bass, salmon, trout, herring, shellfish, other:**

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

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

Fish: The Columbia River, flushing channel, and Vancouver Lake are known to support numerous species of fish, including salmon, trout, sturgeon, eulachon, and lamprey.

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

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

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

- Chinook salmon (*Oncorhynchus tshawytscha*)
    - Lower Columbia River Evolutionarily Significant Unit (ESU)
    - Upper Columbia River spring-run ESU
    - Snake River fall-run ESU
    - Snake River spring/summer-run ESU
    - Upper Willamette River ESU
- Chum salmon (*Oncorhynchus keta*)
    - Columbia River ESU
- Coho salmon (*Oncorhynchus kisutch*)

    - Lower Columbia River ESU
- Steelhead (*Oncorhynchus mykiss*)
    - Lower Columbia River Distinct Population Segment (DPS)
    - Upper Columbia River DPS
    - Snake River Basin DPS
    - Middle Columbia River DPS
    - Upper Willamette River DPS
- Sockeye salmon (*Oncorhynchus nerka*)
    - Snake River ESU
- Bull trout (*Salvelinus confluentus*)
    - Columbia River DPS
- Pacific eulachon/smelt (*Thaleichthys pacificus*)
    - Southern DPS
- North American green sturgeon (*Acipenser medirostris*)
    - Southern DPS

The Columbia River is also designated critical habitat for all of the above-mentioned DPS/ESUs of salmon, steelhead, bull trout, green sturgeon, and Pacific eulachon. Future construction of the identified projects would not occur within or impact the Columbia River or the flushing channel, and these species would not be affected by the projects.

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

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

Other ESA-listed species that have known occurrences in Washington State but are not

likely to occur on or near the project sites include the Northern spotted owl (*Strix occidentalis caurina*), Taylor's checkerspot butterfly (*Euphydryas editha taylori*), Oregon spotted frog (*Rana pretiosa*), and yellow billed cuckoo (*Coccyzus americanus*). These species are unlikely to occur due to the lack of suitable habitat on the project sites.

Non-ESA-listed Species

In addition to the listed species above, the following species are notable and may occur on or near the port. As detailed farther below, these species are either state listed as threatened or endangered or are subject to another special protection status.

- Sandhill crane (*Grus canadensis*)
- Bald eagle (*Haliaeetus leucocephalus*)
- Northwestern pond turtle (*Actinemys marmorata*)
- Western gray squirrel (*Sciurus griseus*)
- Osprey (*Pandion haliaetus*)

Sandhill cranes are listed as endangered by Washington State but are not federally listed under the ESA. Sandhill cranes are known to use Parcel 3 and surrounding areas. WDFW has mapped migratory occurrence locations of sandhill cranes on agricultural land on Parcel 3. North of the flushing channel and Lower River Road is an approximately 527-acre property known as Cranes' Landing (formerly known as port Parcels 4 and 5). This property is subject to a conservation easement and is specifically managed by the owner, Columbia Land Trust, for sandhill cranes and other species that occupy the Vancouver Lake lowlands. Much of the Cranes' Landing site is farmed to provide wintering forage in perpetuity. Fall migration of cranes in the Vancouver Lowlands typically occurs from late September to early/mid-October. Spring migration through the Lowlands generally occurs from mid-March to mid-April. The Lowlands are used as stopover habitat during migration and for foraging by over-wintering birds.

Bald eagles are protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. The USFWS National Bald Eagle Management Guidelines recommend that potentially disturbing activities occur outside a 660-foot protective buffer around an active nest during the nesting season, which generally occurs January to August. Nesting activities by bald eagles have been identified on Parcel 3, but the location of the nests vary by year. No bald eagle nests are currently known to be near the project site.

The northwestern pond turtle is a state-listed endangered species and a proposed threatened ESA species. Northwestern pond turtles have not been documented as occurring in the vicinity of the port but have been documented in Clark County and have the potential to occur. Potentially suitable habitat would include emergent wetland habitats in the vicinity of Vancouver Lake. The project site does not provide suitable habitat for northwestern pond turtle.

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

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

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

The port is located within the Pacific Flyway, a broad migratory corridor that extends from Alaska to Central America and is used by waterfowl, eagles, hawks, falcons, songbirds, sandhill cranes, and shorebirds. The Columbia River is a known migration route for the aquatic species listed above.

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

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

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

No invasive animal species are known to occur specifically on or near the project sites. Invasive animal species in the vicinity of the port properties include aquatic species in the Columbia River. Known invasive species in the river include northern pikeminnow (*Ptychocheilus oregonensis*), New Zealand mud snails (*Potamopyrgus antipodarum*), and grass carp (C*tenopharyngodon idella*). Bullfrogs (*Rana catesbeiana*) and nutria (*Myocastor coypus*) have been observed in Vancouver Lake sloughs. In addition, European starlings (*Sturnus vulgaris*) and pigeons (*Columba livia domestica*) are known to exist in the area and are identified as invasive species by the USDA.

6. Energy and natural resources

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

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

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

This nonproject action would not shade adjacent properties. It is not anticipated that future projects would affect solar energy use on adjacent properties.

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

No energy conservation features are considered for this nonproject action. Appropriate emission control devices on equipment and reducing unnecessary idling of equipment would reduce impacts from future construction and operation of the future projects. The Well No. 3 Upgrades include the replacement of the diesel-powered well head groundwater pump with an efficient electric pump. The port remains committed to pursuing strategies that will enable it to achieve carbon neutrality by 2050, in alignment with the port's Climate Action Plan.

7. Environmental health

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

This nonproject action would not increase exposure to these risks. Identified sources of possible contamination at the project sites are discussed below.

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

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

i) **Well No. 3 Upgrades:** The well is located approximately 300 feet to the east of the underground storage tank release area of Ecology's Great Western Malting cleanup site. Based on cleanup documentation, including groundwater analytical results and the plume delineation, it is not anticipated that contamination is present at the well or wellhouse. More information can be found on Ecology's website: https://apps.ecology.wa.gov/cleanupsearch/site/9051.

The well is also located within the former Fort Vancouver Plywood cleanup site. The cleanup is complete, and it is not anticipated that contamination will be impacted by the project. More information can be found on Ecology's website: https://apps.ecology.wa.gov/cleanupsearch/site/3057.

ii) **Berth 10 Safety Project:** The Ecology cleanup site known as Vancouver Port of NuStar Cadet Swan Site (AO DE15806) is approximately 3,300 feet east of the project site and 3,200 feet northwest of the potential pile removal site. There are groundwater monitoring wells located in the vicinity of the project that would be protected as necessary during construction activities. The pile removal site is adjacent to the former Fort Vancouver Plywood site. This site completed environmental cleanup, and a periodic review completed in 2020 shows that the cleanup work has remained effective. More information can be found in the project action SEPA checklist, as well as on Ecology's website:

https://apps.ecology.wa.gov/cleanupsearch/site/3450 and https://apps.ecology.wa.gov/cleanupsearch/site/3057.

iii) **Addition of Tidewater Environmental Services Building:** A review of Ecology's Cleanup Database does not list any cleanup sites associated with the underlying parcel.

iv) **Terminal 5 Cleanup**: The purpose of this project is to remove PCB and PAH contaminated sediment from the Columbia River. Please see the project action SEPA checklist for details regarding potential environmental health hazards that could potentially occur as a result of the project, as well as BMPs to minimize potential occurrences and potential related impacts. More information can be found in the project action SEPA checklist, as well as on Ecology's website: https://apps.ecology.wa.gov/cleanupsearch/site/2867.

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

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

   No hazardous chemicals or conditions would affect this nonproject action.

   The known potential hazardous chemicals that might affect the Terminal 5 Cleanup are sediment concentrations of PCBs and PAHs, as detailed in the project action SEPA checklist.

   The National Pipeline Mapping System (NPMS) Public Viewer shows a hazardous liquid (liquid petroleum) pipeline and natural gas transmission pipeline located in the vicinity of the project sites. The hazardous liquid pipeline follows State Route 501 before coming to an end near the intersection of St. Francis Lane and West Fourth Plain Boulevard, where it splits into two pipelines. The east end is hooked into the port tenant Olympic Pipeline distribution terminal (2251 St. Francis Lane) and the west end connects to a mainline that flows south from Anacortes. The gas transmission pipeline follows NW Old Lower River Road before coming to an end at the Williams pipeline natural gas regulating station on Parcel 3. Ecology's SEPA guidance recommends reviewing whether projects are located within the 660-foot project consultation zone and easements associated with the NPMS pipelines. Per the NPMS Viewer, the pipelines are more than 660 feet of the known project sites.

3. **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

   None would be stored, used, or produced for this nonproject action. Gas, oil, and grease required for standard construction equipment would be used in the future.

The contractor would be required to prepare a spill prevention, control, and countermeasure (SPCC) plan to identify procedures to avoid, minimize, and, if necessary, respond to any such releases.

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

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

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

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

   The groundwater supplying Well No. 3 is protected by the Port of Vancouver Wellhead Protection Plan.

   If pile removal is pursued for the Berth 10 Safety Project, then removal is anticipated to reduce the release of creosote and other chemicals. The project would follow the pile removal performance standards as listed in the Standard Local Operating Procedures for Endangered Species (SLOPES) Structures Biological Opinion to minimize creosote release, sediment disturbance, and sediment resuspension.

   When needed, an SPCC plan would be prepared for the project actions, which would identify the appropriate spill containment materials, as well as the means and methods of implementation. Applicable spill response equipment and material designated in the SPCC plan would be maintained at the job sites. In the future, permits and approvals would be obtained as required and would address project-specific BMPs required to reduce or control environmental health hazards. The port would also have a utility locate conducted prior to any excavation to identify and avoid any underground pipelines.

b. Noise

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

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

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

   No noise would be created by this nonproject action. Future short-term noise may be generated during construction activities for the projects. This would include noise from vehicles traveling to and from the site, construction vehicles on site, and the

operation of construction equipment. Project construction is anticipated to occur during normal construction hours (between 7 a.m. and 8 p.m.).

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

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

8. Land and shoreline use

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

   The current use of each site and adjacent properties is detailed below. This nonproject action would not affect current land uses on nearby or adjacent properties.

   i) **Well No. 3 Upgrades:** The wellhouse is located on a site that is currently used for heavy industrial production and storage of dry grains, with on-site silos by United Grain Corporation. The wellhouse is bordered to the north and northwest by Great Western Malting and associated facilities, to the east and southeast by Pacific Coast Shredding (scrap metal facility), and to the south and southwest by road and train tracks. These properties would not be affected by the project.

   ii) **Berth 10 Safety Project:** The current use of the site is a terminal (Terminal 4), which handles automobiles and is zoned for heavy and light industrial activities. Berth 10 is used as a floating dock and cargo staging area to handle the receiving and delivery of roll-on/roll-off cargo. Berth 10 is bordered to the northeast by Terminal 3, which houses multi-use cargo terminal and docks, and to the northwest by Terminal 4. Improvements would not result in changes to the heavy industrial uses that surround Berth 10. The project safety improvements would benefit the current uses, as the project would enhance safety of the vessels at Berth 10. Upland properties adjacent to the pile removal site are currently being used for industrial purposes associated with commodity storage and transportation. These properties would not be affected by the safety improvements or pile removal.

   iii) **Addition of Tidewater Environmental Services Building:** The building is currently used for the operations of Tidewater Environmental Services, which provides hazardous and non-hazardous marine and industrial services, cleaning, and waste transportation. Surrounding properties are zoned for heavy industrial uses and is bordered by a materials recovery center to the north, a rail corridor and cargo laydown area to the east, and stormwater ponds to the west. These properties would not be affected by the project.

iv) **Terminal 5 Cleanup:** Terminal 5 is currently used as a cargo laydown area and rail corridor. The Berth 17 dock, which supports a nested layberth vessel configuration, is being temporarily leased by a Maritime Administration naval vessel. The tidelands associated with the project are owned by DNR and are managed under a Port Management Agreement. The properties directly adjacent to Terminal 5 consist of industrial and commercial businesses. These properties would not be affected by the project.

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

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

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

No farmland or forest land would be converted to a nonfarm or nonforest use as a result of this nonproject action, or as a result of the future projects.

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?**

   This nonproject action would not affect or be affected by surrounding working farmlands. Future projects would not affect or be affected by surrounding working farmlands. There are no working forest lands in the immediate area.

c. Describe any structures on the site.

i) **Well No. 3 Upgrades:** Structures on site consist of the approximately 90-square-foot wellhouse and well.

i) **Berth 10 Safety Project:** Berth 10 facilities include a floating dock, a pile-supported access trestle, a ramp, two dock-breasting dolphins, three ship-breasting dolphins, and three mooring dolphins. The floating dock is approximately 289 feet long and connected to an approximately 289-foot-long trestle. If pile removal is pursued, approximately 68 creosote-treated timber piles would be removed from Terminal 2.

ii) **Addition of Tidewater Environmental Services Building:** The building is approximately 17,625 square feet with offices, training room, warehouse, and repair facilities.

iii) **Terminal 5 Cleanup:** Within Terminal 5, is the Berth 17 dock, an approximately 425-foot dock constructed in 1967 with a concrete superstructure supported on prestressed concrete piling. A new fender system and mooring dolphins, pedestrian access catwalks, and vehicular access causeway support the dock and provide access. There are stormwater and cooling water outfalls along the Terminal 5 bank.

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

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

No structures would be demolished as part of this nonproject action.
Demolition of structures associated with the future projects is detailed below.

ii) **Well No. 3 Upgrades:** The replacement of the diesel-powered well head requires the removal of existing well components; however, no structure would be demolished for the upgrades to Well No. 3.

iii) **Berth 10 Safety Project:** The existing ship-breasting dolphin fender systems and floating dock fendering system would be removed completely. If pile removal is pursued, approximately 68 creosote-treated timber piles would be removed from Terminal 2.

iv) **Addition of Tidewater Environmental Services Building:** No demolition is proposed.

v) **Terminal 5 Cleanup:** The remediation of contaminated sediments does not require the demolition of any structures. Care will be taken to protect existing structures, including dock and outfall structures.

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

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

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

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

All of the known project sites are designated Industrial by the City's comprehensive plan map. The designation of future utility improvements would be determined when the improvements are identified, but the majority of the port's properties are designated Industrial.

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

i) **Well No. 3 Upgrades**: The site is not located in shoreline jurisdiction.

ii) **Berth 10 Safety Project:** The project site and pile removal site are designated Aquatic (below the OHWM) and High Intensity (above the OHWM) by the City's shoreline master program (SMP).

iii) **Addition of Tidewater Environmental Services Building:** The site is not located in shoreline jurisdiction.

iv) **Terminal 5 Cleanup:** The site is designated Aquatic (below the OHWM) and High Intensity (above the OHWM) by the City's SMP.

v) **General Utility Improvements for all Port Property:** There are areas within shoreline jurisdiction throughout the port's property, and it is possible that a utility improvement could occur in these areas. Any proposed improvements in shoreline jurisdiction would be subject to compliance with the SMP.

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

This is a nonproject action and would not impact critical areas designated by the City or County. Future construction or operation may impact certain critical areas, and the presence of critical areas at each project site is described below.

The entire city is located within a sole source aquifer (Troutdale Aquifer), which is designated as a Category 1 critical aquifer recharge area (CARA). As such, the entire city is a delineated well head protection area. The presence of additional CARAs or well head protection areas is noted below for each site.

i) **Well No. 3 Upgrades:**

- Fish and Wildlife Habitat Conservation Areas (VMC 20.740.110): There are no Fish and Wildlife Habitat Conservation Areas (FWHCAs) mapped on or adjacent to the wellhouse. See Section 5 – Animals, for further details.
- Frequently Flooded Areas (VMC 20.740.120): The site is not located within the 100-year floodplain (FEMA Panel 53011C0364D).
- Geologic Hazard Areas (VMC 20.740.130): According to DNR's "Liquefaction Susceptibility and Site Class Maps," the site has a moderate to high chance of liquefaction, which qualifies as a seismic hazard area under VMC 20.740.130. The site is identified by DNR as seismic site Class D under the National Earthquake Hazard Reduction Program (NEHRP), which qualifies as a seismic hazard area for ground shaking amplification under VMC 20.740.130. There are no other

geologic hazard areas mapped, and future upgrades would not be affected by seismic hazards. See Section B.1 – Earth, for further details.

- Wetlands (VMC 20.740.140): There are no wetlands mapped on the site. See Section B.3. – Water, for further details.
- Critical Aquifer Recharge Areas (VMC 14.26.115): In addition to its own well, the wellhouse is located within 1,900 feet of two other municipal water wells and is, therefore, subject to the special protection area provisions of VMC 14.26 (Water Resources Protection). The port uses an Environmental Management System to proactively protect this water supply through targeted programs and activities in the well head protection area. The proposed upgrades would be consistent with VMC 14.26.

ii) **Berth 10 Safety Project:**

- Fish and Wildlife Habitat Conservation Areas (VMC 20.740.110): The FWHCAs present at the project site and potential pile removal site include the designated aquatic critical area below the OHWM of the Lower Columbia River and priority habitats and areas associated with priority species. See Section 5 – Animals, of the project action SEPA checklist for further details.
- Frequently Flooded Areas (VMC 20.740.120): The project and potential pile removal would be located within the designated regulatory floodway and special flood hazard areas. See Section 3 – Water, of the project action SEPA checklist for further details.
- Geologic Hazard Areas (VMC 20.740.130): The only geologic hazards in the project area and pile removal site are seismic hazard areas. See Section 1 – Earth, of the project action SEPA checklist for further details.
- Wetlands (VMC 20.740.140): No areas are classified as wetlands. See Section 2 – Water, of the project action SEPA checklist for further details.
- Critical Aquifer Recharge Areas (VMC 14.26.115): The project site is not located within 1,900 feet of a municipal water supply well and is, therefore, not subject to the special protection area provisions of VMC Chapter 14.26 (Water Resources Protection). However, the upland area adjacent to the project site, as well as the pile removal site, is located within the port's well head protection area of port-owned potable water wells and covered by the port's well head protection plan. In addition, the pile removal site is located within 1,900 feet of a municipal water supply well and is subject to the special protection area provisions. Pile removal would not adversely affect groundwater.

iii) **Addition of Tidewater Environmental Services Building:**

- Fish and Wildlife Habitat Conservation Areas (VMC 20.740.110): There are no FWHCAs mapped on or adjacent to the building. See Section 5 – Animals, for further details.

- Frequently Flooded Areas (VMC 20.740.120): Portions of the building are located within the 100-year floodplain (FEMA Panel 53011C0364D). See Section 3 – Water, for further details.
- Geologic Hazard Areas (VMC 20.740.130): The site is identified as having a moderate to high chance of liquefaction and is designated as NEHRP site Classes D and E, which both qualify as seismic hazard areas. There are no other geologic hazard areas identified on the site. See Section 1 – Earth, for further details.
- Wetlands (VMC 20.740.140): A potential (modeled) wetland is mapped approximately 200 feet to the north. There are no other known or potential wetlands mapped near the building. See Section 2 – Water, for further details.
- Critical Aquifer Recharge Areas (VMC 14.26): There are no wells located within or adjacent to the property. According to the City's CARA map, the building is not located within a special protection area.

iv) **Terminal 5 Cleanup:**

- Fish and Wildlife Habitat Conservation Areas (VMC 20.740.110): The project would take place within the Columbia River, which is a FWHCA. See Section 5 – Animals, for further details.
- Frequently Flooded Areas (VMC 20.740.120): The project site is located within the floodway of the Columbia River (FEMA Panel 53011C0363D). See Section 3 – Water, for further details.
- Geologic Hazard Areas (VMC 20.740.130): The site is identified as having a moderate to high chance of liquefaction, is designated as NEHRP site Classes D and E, and some areas have slopes of over 25 percent, which qualify as seismic hazard areas. There are no other geologic hazard areas identified on the site. See Section 1 – Earth, for further details.
- Wetlands (VMC 20.740.140): No areas are classified as wetlands. See Section 2 – Water, for further details.
- Critical Aquifer Recharge Areas (VMC 14.26): There are no wells located within or adjacent to the project site. According to the City's CARA map, the site is not located within a special protection area.

v) **General Utility Improvements for all Port Property:** Improvements may take place across port-owned properties. The presence of critical areas would be evaluated in the future on a case-by-case basis.

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

No one would reside or work on a completed project as this is a nonproject action.

Given the industrial zoning of each parcel, it is not anticipated that people would reside on any of the properties in the future.

The future projects are not anticipated to affect the number of employees working at the port or on these properties.

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

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

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

No measures are proposed as there are no displacement impacts anticipated.

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

This nonproject action would not affect current and projected uses and land use plans. All of the future projects are compatible with the industrial zoning, comprehensive plan designations, and, where applicable, the shoreline designations.

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

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

9. Housing

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

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

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

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

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

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

10. Aesthetics

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

No structures are proposed under this nonproject action. All proposed dolphins at the Berth 10 Safety Project site would be at the same elevation, with the top of the dolphin handrails at 32 feet elevation (port datum), which equates to approximately 30 feet

above mean sea level. The height of the utility improvements would be evaluated once the improvements are known. No other structures are proposed as part of the future projects.

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

No views would be altered or obstructed by this nonproject action. Future construction may alter some views of the project vicinity. Because the project sites are zoned for industrial uses, the future projects would not alter the characteristic of the project area.

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

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

11. Light and glare

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

None would be produced by this nonproject action. Light and glare associated with construction would be limited to temporary and short-term impacts and would be generated by construction equipment and vehicles. It is not anticipated that the projects would require nighttime construction. 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 would 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?

Not due to this nonproject action.

There are no known activities associated with the future projects that would create a safety hazard or interfere with views. The future utility improvements are not expected to add any sources of light or glare; however, this would be evaluated on a case-by-case basis, as needed.

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

None for this nonproject action. Existing off-site sources of light and glare are not anticipated to affect the future projects.

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

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

12. Recreation

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

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

i) **Well No. 3 Upgrades:** The wellhouse is approximately 300 feet from the Columbia River, which provides opportunities for water-dependent recreational activities, such as boating and fishing. However, recreational use of the river shoreline of the port is currently restricted to the public because of security and safety issues associated with active working maritime industrial areas. As a result, the shoreline in the project area provides no designated or informal recreational opportunities; therefore, the project would not affect recreation. There are no other informal or designated recreational facilities within a 1/4 mile of the wellhouse.

ii) **Berth 10 Safety Project**: There are no upland recreational opportunities on or near the project site as it is in area that is primarily an active port facility. Berth 10 is located over and within the Columbia River, which provides opportunities for water-dependent recreational activities, such as boating and fishing. However, as discussed above, there are no designated or informal recreational opportunities along the shoreline at the port.

iii) **Addition of Tidewater Environmental Services Building:** The building is approximately 700 feet from the Columbia River, which provides opportunities for water-dependent recreational activities, such as boating and fishing. However, as discussed above, there are no designated or informal recreational opportunities along the shoreline at the port. There are no other informal or designated recreational facilities within a 1/4 mile of the building.

iv) **Terminal 5 Cleanup:** There are no upland recreational opportunities on or near the project site as it is in an area that is primarily an active port facility. The Terminal 5 Cleanup would be located within the Columbia River, which provides opportunities for water-dependent recreational activities, such as boating, kayaking, and fishing. However, as discussed above, there are no designated or informal recreational opportunities along the shoreline at the port.

v) **General Utility Improvements for all Port Property:** Improvements would occur across port-owned properties. These properties may be in proximity to recreational opportunities; their location and potential effects would be evaluated on a case-by-case basis as appropriate. However, given the nature of utility improvements, and the limited recreational opportunities at the port, it is not anticipated that the improvements would have a notable effect on recreation.

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

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

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

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

13. Historic and cultural preservation

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

i) **Well No. 3 Upgrades:** The well and wellhouse were constructed circa 1950 and are, therefore, over 45 years old. In addition, the wellhouse is located near United Grain Corporation and the Great Western Malting Company plant, which are more than 45 years old; however, the upgrades would not affect these structures.

ii) **Berth 10 Safety Project:** While the Berth 10 facility was constructed in 1994 (31 years ago), the floating dock was constructed off site circa 1943 (82 years ago) and brought to the site during construction of Berth 10. As detailed in the project action SEPA checklist, AINW completed a cultural resource study for the project (AINW 2025) and concluded that the floating dock is not eligible for listing in the National Register of Historic Places (NRHP) and recommended a finding of "No Historic Properties Affected."

iii) **Addition of Tidewater Environmental Services Building:** According to historic aerial imagery, the building was constructed in 2018 and, therefore, is not over 45 years old. Some of the other structures on the associated parcel were constructed in the 1960s and 1970s and are over 45 years old. This nonproject action would have no effect on these structures, and no future site improvements are proposed at this time.

iv) **Terminal 5 Cleanup:** The project is located within the Columbia River, and there are no existing buildings or structures that would be affected. The Berth 17 dock was constructed in 1967 and is, therefore, over 45 years old, but it would not be impacted by the project.

v) **General Utility Improvements for all Port Property:** There are known listed and eligible historic sites and structures located throughout the port's general property. However, it is not anticipated that utility improvements would affect these resources. Any potential impacts would be assessed, as needed, when the proposed improvements are identified.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material

evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

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

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

Details for each future action are provided below.

i) **Well No. 3 Upgrades:** According to Maps Online, the site is located within an area of higher probability of archaeological resources, and the underlying parcel is within an archaeological site buffer.

ii) **Berth 10 Safety Project**: According to Maps Online, the site is located within an area of higher probability of archaeological resources, and the adjacent upland parcel is within an archaeological site buffer. As detailed in the project action SEPA checklist, a cultural resource study for the project recommended a finding of "No Historic Properties Affected."

iii) **Addition of Tidewater Environmental Services Building:** According to Maps Online, the building is located within an area of higher probability of archaeological resources, and the underlying parcel is within an archaeological site buffer. There are no known cultural or historic resources at the project site.

iv) **Terminal 5 Cleanup:** According to Maps Online, the project site is located within an area of higher probability of archaeological resources, but none of the underlying in-water parcels are within an archaeological site buffer. The project is located within areas that have been previously dredged and sampled without encountering cultural resources. The project would focus on accumulated deposits of river sediment. Therefore, the risk of disturbing cultural resources is low.

v) **General Utility Improvements for all Port Property:** Unknown at this time as project details and locations are to be determined but will occur on port property.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The following sources were reviewed to identify cultural and historic resources on or near the project sites: Statewide Predictive Model; City of Vancouver's data for archaeological resources; federal, state, and local historic registries; and the SEPA documents incorporated by reference.

In addition to the sources listed above, if determined to be needed, and prior to ground disturbance, the port would prepare studies to assess cultural and historic resources as necessary to comply with local, state, and federal laws and inform decision making.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

No such measures are needed or proposed for theis nonproject action. If required, cultural resource surveys would be done in compliance with Vancouver's archaeological resource protection requirements (VMC 20.710) and Washington State Department of Archaeology and Historic Preservation (DAHP) standards.

In the future, the proposed projects would be conducted in accordance with the port's standard BMPs, RCW 27.53.060 (Archaeological Sites and Resources), RCW 27.44.020 (Indian Graves and Records), and all applicable DAHP regulations. In the event any unknown archaeological or historic materials are encountered during future activities, work in the immediate area of the discovery will be halted and the following actions taken: (1) implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering; (2) take reasonable steps to ensure the confidentiality of the discovery site; and (3) take reasonable steps to restrict access to the site of discovery. Should a discovery occur, a professional archaeologist will be contacted to assess the significance of the find, and DAHP and concerned tribes will be notified so that a course of action can be implemented.

14. Transportation

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

There are no proposed access routes to the existing street system as part of this nonproject action. The future projects would not result in changes to access and use of the existing street system. The public streets and highways serving the project sites are identified below.

i) **Well No. 3 Upgrades:** The site is accessed from NW Harborside Drive, which then connects to Port Way.

ii) **Berth 10 Safety Project:** The site is accessed from NW Harborside Drive, which then connects to State Route 501.

iii) **Addition of Tidewater Environmental Services Building:** The site is accessed from NW Old Lower River Road, which then connects to State Route 501.

iv) **Terminal 5 Cleanup:** The site is accessed from NW Harborside Drive and NW Gateway Avenue, which then connect to State Route 501.

v) **General Utility Improvements for all Port Property:** Unknown at this time as project details and locations are to be determined but would occur on port property.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

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

The nearest C-TRAN bus stop, for fixed route service, to each project site is as follows (measured at the shortest distance).

i) **Well No. 3 Upgrades:** The nearest stop is approximately 0.8 miles northwest at the intersection of Fruit Valley Road and 27th Street.

ii) **Berth 10 Safety Project:** The nearest stop is approximately 1 mile northeast at the intersection of Fruit Valley Road and 27th Street.

iii) **Addition of Tidewater Environmental Services Building:** The nearest stop is located approximately 2.3 miles to the southeast at the intersection of Fruit Valley Road and 27th Street.

iv) **Terminal 5 Cleanup:** The nearest stop is located approximately 2 miles to the east at the intersection of Fruit Valley Road and 27th Street.

v) **General Utility Improvements for all Port Property:** Unknown at this time as project details are to be determined. It is not anticipated that improvements would affect or be affected by transit service.

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

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

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

This nonproject action would not use water, rail, or air transportation. The project sites are located in the immediate vicinity of the port's railyards and marine traffic on the Columbia River. Once complete, vessels would continue to call at Berth 10 and Berth 17.

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

Thius nonproject action would not generate any vehicular trips. It is not anticipated that the completed future actions would generate additional vehicular trips.

f. **Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

This nonproject action would not affect or be affected by the movement of agricultural and forest products on roads or streets in the area. Construction could affect the movement of agricultural and forest products along State Route 501 if detours or delays are required.

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

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

15. Public services

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

This nonproject action would not result in an increased need for public services. It is not anticipated that construction associated with the future projects would increase the need for public services. The projects do not increase operations; therefore, it is not anticipated that the projects would require additional public services once complete and operational.

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

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

16. Utilities

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

i) **Well No. 3 Upgrades:** Available utilities include electricity and water.

ii) **Berth 10 Safety Project:** Available utilities at Terminal 4 include electricity, stormwater facilities, water lines, and sewer. There are overhead electrical transmission lines near the project site spanning the Columbia River. The port would work with utility providers and appropriate agencies prior to the start of

construction activities to address any safety or design needs associated with working near these facilities in accordance with the easements held by PacificCorp and the Bonneville Power Administration. There are no utilities present in the in-water area.

iii) **Addition of Tidewater Environmental Services Building:** Available utilities include electricity, natural gas, potable water, refuse service, telephone service, and septic system.

iv) **Terminal 5 Cleanup:** Available utilities at Terminal 5 include electricity, natural gas, potable water, refuse service, telephone service, and sewer. There are no utilities present in the in-water area, although there are stormwater and cooling water outfalls along the Terminal 5 bank that are managed and owned by Clark Public Utilities.

v) **General Utility Improvements for all Port Property:** Unknown at this time as locations are to be determined. The availability of utilities would be evaluated on a case-by-case basis as improvements are identified.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No utilities are proposed as part of this nonproject action. The port would work with utility providers and appropriate agencies prior to construction and demolition activities associated with the future projects.

i) **Well No. 3 Upgrades:** Replacements would not require new connections to utility services. The port would coordinate with appropriate utility providers and agencies prior to project activities and would perform appropriate utility locates prior to any ground-disturbing activities.

ii) **Berth 10 Safety Project:** Operations would not require new or modified connections to utility services. However, the project includes stormwater treatment for runoff. In the event the treatment devices on the floating dock do not adequately treat stormwater runoff, the port would collect and convey stormwater from the existing floating dock impervious surface to the port's Terminal 4 Regional Stormwater Treatment Facility. The port would coordinate with appropriate utility providers and agencies prior to project activities and would perform appropriate utility locates prior to any ground-disturbing activities.

iii) **Addition of Tidewater Environmental Services Building:** The project is limited to the inclusion of the building in the Comprehensive Scheme. No new or modified utilities are proposed as part of the project.

iv) **Terminal 5 In-Water Cleanup:** No new or modified utilities are proposed as part of the project.

v) **General Utility Improvements for all Port Property:** Improvements would occur across port-owned properties and would consist of activities to improve a variety of utilities. Impacts would be evaluated as improvements are identified.

C.Signature

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

X Joshua David Pope

Digitally signed by Joshua David Pope
DN: C=US, E=jpope@portvanusa.com, CN=Joshua David Pope
Date: 2026.01.27 07:34:23-08'00'

Type name of signee: Josh Pope

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

Date submitted: 1/26/2026

D. Supplemental sheet for nonproject actions

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

   This nonproject action of amending this Comprehensive Scheme would not cause impacts or discharges to water or air, the production, storage, or release of toxic or hazardous substances, or produce noise. The responses to the questions provided in this SEPA checklist and in the documents incorporated by reference (listed at the beginning of Section B) detail the potential impacts for the projects included in this Comprehensive Scheme amendment. Generally, the construction of these projects may produce short-term air emissions, noise, and storage of construction equipment that could be considered hazardous. The future actions would generally not result in long-term impacts, such as increases in discharge to water, air emissions, production or storage toxic or hazardous substances, or increases in noise. While the Berth 10 Safety Project would allow for larger vessels to use the site in the future, operational emissions would be generally similar to existing levels, as Berth 10 would continue to function as an active cargo berth.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Exhibit A - Well #3 Upgrades

Legend

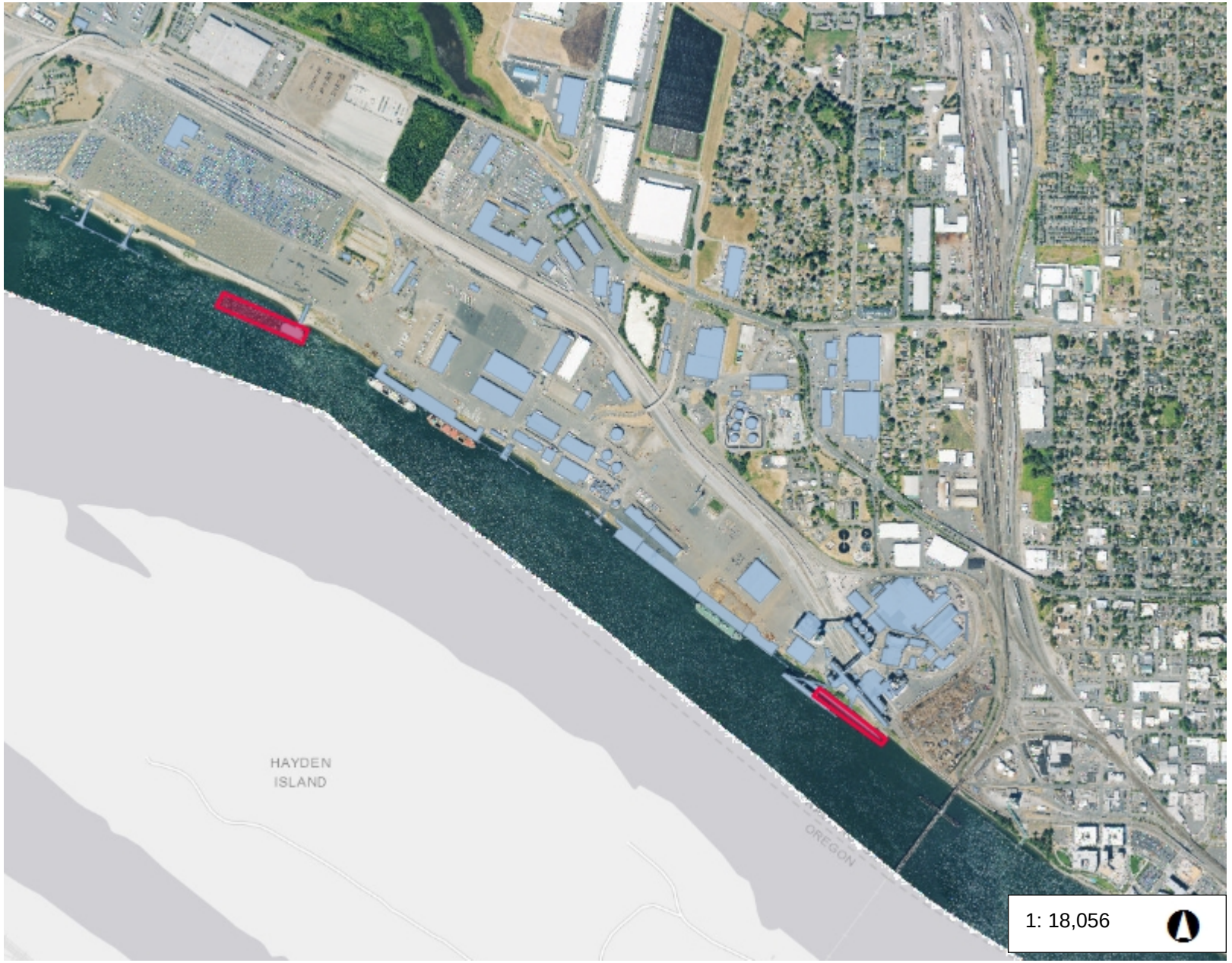
- Buildings and Structures
- Building Footprints
- Taxlots

Notes:

752.3 0 376.17 752.3 Feet

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

Exhibit B - Berth 10 Safety Project



Legend

- Buildings and Structures

Notes:

3,009.3 0 1,504.67 3,009.3 Feet

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

Exhibit C - Tidewater Environmental Services Building

Legend

- Buildings and Structures
- Building Footprints
- Taxlots

Notes:

1,504.7 0 752.33 1,504.7 Feet

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

Exhibit D - Terminal 5 **Cleanup**

Legend

- Buildings and Structures

Notes:

3,009.3 0 1,504.67 3,009.3 Feet

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