

SEPA Environmental Checklist**WAC 197-11-960**

Property Owner:	<u>Port of Vancouver</u> <small>(Print or Type Name)</small>	Telephone:	<u>360-693-3611</u>
Mailing Address:	<u>3103 NW Lower River Road, Vancouver, WA 98660</u> <small>(No., City, State, ZIP)</small>		
Applicant:	<u>Port of Vancouver (Contact: Monty Edberg)</u> <small>(Print or Type Name)</small>	Telephone:	<u>360-693-3611</u>
Mailing Address:	<u>3103 NW Lower River Road, Vancouver, WA 98660</u> <small>(No., City, State, ZIP)</small>		
Relationship to Owner:	<u>Same</u>		
Tax Assessor Serial Number(s):	<u>See Section A. 12.</u>		
Legal description:	<u>Lot(s) See Section A. 12. Block(s) Plat name</u> <small>(If a Metes and Bounds description, check here <input type="checkbox"/>, and attach narrative to this application.)</small>		
Site Address (if any):	<u>6818 NW Old Lower River Road, Vancouver, WA 98660</u>		

Purpose of checklist

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

Instructions for applicants

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

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

Instructions for lead agencies

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

Use of checklist for nonproject proposals

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 nonprojects) 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:

Removal of surplus farm structures

2. Name of applicant:

Port of Vancouver

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

Contact Person: Monty Edberg, Director of Engineering and Project Delivery

medberg@portvanusa.com

Port of Vancouver

3103 NW Lower River Road

Vancouver, WA 98660

360-693-3611

4. Date checklist prepared:

March 2025

5. Agency requesting checklist:

Port of Vancouver

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

The proposed activities are anticipated to start in 2025 and would be completed as resources are available.

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

The project site is located on part of a larger property known as Parcel 3, which is designated and zoned for heavy industrial development by the City of Vancouver's comprehensive plan and zoning regulations. While Parcel 3 is anticipated to be developed at some point in the future in alignment with current zoning, no current development proposals are pending. The port may use the property as a stockpile site in the interim to accommodate the needs of local projects that have excess soils, however the concept is speculative at this time. Any future activities will comply with applicable regulatory and environmental requirements at the time they are proposed.

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

- Phase 1 Environmental Site Assessment for Columbia Gateway (Maul Foster & Alongi, Inc., August 2000, revised March 2002)
- Underground Storage Tanks Decommissioning and Soil Cleanup Report, Andersen Dairy, Holdner East and West Farms (Hahn and Associates, June 2003)
- National Register of Historic Places (NRHP) Eligibility Evaluation for Historic Buildings (Archaeological Investigations Northwest, Inc. (AINW), August 2023)
- Washington State Department of Archaeology and Historic Preservation (DAHP) Eligibility Letter for Andersen Dairy House (DAHP, October 2023)
- Archaeological Predetermination Report (AINW, December 2023)
- Level II Mitigation Documentation for the Andersen Dairy Farmhouse, Vancouver, Clark County, Washington (AINW, December 2023)
- Southwest Clean Area Agency Notice of Demolition and/or Notice of Intent to Remove Asbestos (to be prepared)
- Limited Pre-Demolition Hazardous Building Materials Survey Report (PBS, June 2024)
- Clark County Public Health Septic Abandonment Notification (to be prepared)
- SEPA Checklist for Port of Vancouver USA Resolution No. 1-2022, amending the Comprehensive Scheme of Harbor Improvements and Industrial Development (December 2021)
- SEPA Notice of Determination of Non-significance (DNS) for Port of Vancouver USA Resolution No. 1-2022, amending the Comprehensive Scheme of Harbor Improvements and Industrial Development (January 2022)
- Adoption of Resolution No. 1-2022 amending the Port of Vancouver's Comprehensive Scheme of Harbor Improvements and Industrial Development (January 2022)

- SEPA Checklist for Port of Vancouver USA Resolution No. 1-2025, amending the Port of Vancouver's Comprehensive Scheme of Harbor Improvements and Industrial Development (December 2024)
- SEPA Notice of DNS for Port of Vancouver USA Resolution No. 1-2025, amending the Port of Vancouver's Comprehensive Scheme of Harbor Improvements and Industrial Development (February 2025)

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 approvals of other proposals directly affecting the project site.

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

The project is anticipated to require the following approvals or reviews.

- City of Vancouver demolition permit
- City of Vancouver grading permit
- City of Vancouver tree removal permit
- Southwest Clean Air Agency Notice of Demolition and Notice of Intent to Remove Asbestos
- Clark County Public Health Septic Abandonment Notification
- Washington DAHP eligibility concurrence (obtained October 2023) and approval of mitigation measures
- Notice of Asbestos Project with Washington State Department of Labor and Industries

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

The port adopted an updated Comprehensive Scheme of Harbor Improvements and Industrial Development (Resolution No. 1-2022 and Resolution No. 1-2025) that declared several farm structures at the port-owned Parcel 3 as surplus to the port's needs as they are no longer in use and pose a safety risk left standing. The project site within which the farm structures are located is approximately two acres. The project site and structures were historically operated by farm tenants, such as Andersen Dairy. The surplus structures consist of two silos, a hay storage shed, single-family residence, septic system, small sheds, a garage, pump house structures, and a shop building, in addition to various ancillary improvements including a cesspool, concrete surfaces, and underground and overhead power lines and poles. The port is now proceeding with removal of the structures and ancillary improvements. See Exhibit A for the project site where these removals will occur.

The port intends to remove the surplus structures via demolition and deconstruction methods. The septic system will be decommissioned in a traditional manner and in compliance with Clark County Code 24.17.210. All farm structures associated with the site would have building foundations removed with an excavator followed by the placement of earthen materials and backfill or grading to leave the site safe following structure removal. Removed materials from the site such as wood, tin, sheetrock, garbage, and other building materials as well as concrete from building foundations and footings during demolition would be disposed of according to state and local guidelines.

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

The project site is located on parcel 153105000 at 6818 NW Old Lower River Road, Vancouver, WA 98660. The parcel is approximately 417.17 acres in size, however, the project site (the area containing the structures and improvements to be demolished and removed) is approximately two acres. The abbreviated legal description listed is #3 & 4 William Hendrickson DLC & #9 Hatton DLC 417.17A M/L. The structures are located in NW 1/4, S18, T2N, R1E.

As noted above, the project site is within the port's Parcel 3, which is an approximately 500-acre property, located just west of the port's current operations.

B. Environmental Elements

1. Earth

a. General description of the site:

The project site is located in the Vancouver Lake Lowlands area of Clark County. The lowlands are a broad flat area associated with the Columbia River. The project site is flat with gentle slopes and is lower than the roads to the north and south which are constructed on built-up areas. Surrounding areas between both roads are flat and include shorelands located adjacent to Vancouver Lake to the north of the project 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-based terrain data from the Clark County GIS database "Maps Online," the structures are all located on slopes of less than 5 percent. There are steeper slopes (5 to 10 percent and 10 to 15 percent) mapped to the west, northwest, southwest, and northeast of the structures and outside of the project site. Steeper slopes mapped to the southwest of the structures are associated with NW Old Lower River Road which is constructed on a built-up area.

- 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 (NRCS) Web Soil Survey and Maps Online were reviewed to identify soil types. The area containing farm structures is mapped as Sauvie silty clay loam, with the following characteristics.

- Sauvie silty clay loam, 0 to 8 percent slopes (SpB)
 - Typical profile:
 - 0 to 15 inches: silty clay loam
 - 15 to 36 inches: silty clay loam
 - 36 to 60 inches: stratified sandy loam to silt loam
 - Hydrologic Soil Group: C/D
 - Hydrologic soil rating: Yes
 - Drainage Class: Poorly drained
 - Western Washington Hydrology Model (WWHM) Soil Group: 3
 - WWHM Soil Group Description: Moderately drained soils
 - Frequency of Flooding: Rare
 - Farmland Classification: All areas are prime farmland

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 the project site is located within the UGA and city limits, there are no agricultural lands of long-term commercial significance on or near the project site. No soils are proposed for removal.

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

According to the Washington State Department of Ecology's (Ecology) SEPA guidance, "unstable soils" refers to areas subject to mass wasting (rapid erosion) or landslides. Per the Washington State Department of Natural Resources (DNR) and USDA NRCS, there are no mapped landslide hazard areas or severe erosion hazards in the immediate vicinity. There are also no surface indications of unstable soils in the immediate vicinity.

- 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.**

The area within which the farm structures are located is approximately four acres and approximately 14,250-square feet of structures will be removed. Removal of vegetation,

structures, foundations and other appurtenances will require backfilling and grading as necessary to avoid leaving voids or pits. Approximately 800 cubic yards of grading is anticipated. Materials used for backfilling will come from an approved off-site source and will be screened for the presence of contamination consistent with the port's Fill Acceptance Guidelines.

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

Erosion could occur during demolition activities due to exposure and disturbance of soils by construction equipment during building demolition and removal of foundations. Approximately 84,000 square feet of soil disturbance would occur around the structures to be removed, occurring over a period of approximately 6 months.

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

No new impervious surfaces are proposed. Approximately 10% of the 4-acre project site is currently covered with impervious surfaces, consisting of the structures located on the project site. There is a gravel/dirt driveway serving the farm structures and residence. The project will remove approximately 17,600-square feet of impervious surfaces, bringing the percentage of the site covered in impervious surfaces to approximately 1%.

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

Best management practices (BMPs) for erosion control as appropriate to comply with local, state, and federal regulations will be implemented and maintained during project activities until exposed soils are stabilized. Proposed measures for erosion control will be identified in the grading permit and will include surface stabilization BMPs such as temporary and permanent seeding for exposed soils and designating a Certified Erosion and Sediment Control Lead to the project.

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.

Demolition/deconstruction activities would result in the general types of short-term emissions associated with construction vehicles and equipment, dust, etc. These emissions include air pollutants created when vehicle fuel is burned, such as carbon monoxide, nitrogen oxides, volatile organic compounds, and particulate matter. Emissions from the completed project are anticipated to include combustion of fuels, occasional dust from farming-related activities, and silica dust from demolished concrete materials.

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

The proposed activities would not be affected by off-site emissions or odor. Surrounding areas include vacant land and there are no current development proposals for adjacent properties that could introduce new sources of emissions or odor.

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

Equipment used during project activities will be fitted with required emissions control measures. Demolition will be conducted in a manner to minimize dust creation and, if necessary, water will be used to control dust generation. A hazardous materials assessment was conducted, and any hazardous materials will be appropriately handled and disposed of prior to demolition. A Notice of Demolition and Notice of Intent to Remove Asbestos will be provided to the Southwest Clean Air Agency, and the project will comply with applicable regulations.

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 ordinary high water mark or within the width of the floodplain. The project site is within the floodplain of the Columbia River (addressed under question 5, below); however, the river is over 3,000 feet from the site. The project site is also located over 3,000 feet from the edge of the flushing channel and over 1,000 feet from Vancouver Lake.

Mapped wetlands in the vicinity of the site were evaluated using Clark County's Maps Online web map. The farm structures are located within 300-feet of two freshwater emergent wetlands mapped to the west and southeast by the National Wetland Inventory (NWI). Clark County's "potential wetlands presence data" identifies potential depressional wetlands in a similar location to the NWI wetlands, which are located to the west and southeast of the structures. The farm structures are within 300-feet of other mapped emergent and depressional wetlands, but are separated by NW Old Lower River Road (which is elevated above the surrounding ground surface on a berm) to the west and vacant land to the east and southeast. In addition to the mapped wetlands, a 2006 preliminary wetland assessment conducted for Parcel 3 indicated wetlands in the vicinity of, but not immediately adjacent to, the farm structures.

- 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 will be required over or in the surface waters described above. Demolition of the garages will occur within 200 feet of the potential (modeled) wetlands to the west of the project site; however, the garages are physically and functionally isolated from the wetlands by NW Old Lower River Road. All other project activities will be located more than 200 feet from the wetlands described above.

- 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 waters or wetlands.

- 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 diversion would occur.

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

All of the farm structures lie within the 100-year floodplain of the Columbia River (Federal Emergency Management Agency [FEMA] panel #53011C0361D).

- 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 as appropriate erosion control measures would be in place and the structures are located over 1,000 feet from surface waters and are over 300 feet and/or functionally isolated from wetlands.

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 water will be withdrawn from a well for drinking water or other purposes. Water for dust control and suppression will be brought in by water truck. A potable well and pump house are located on site that were used to support farm-related activities. The well will be protected during demolition activities. Discharge of water to groundwater is not planned for the project.

- 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. There is an existing septic system that will be decommissioned and an existing cesspool that will be demolished in accordance with local and state requirements.

c. Water Runoff (including stormwater):

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

Existing sources of runoff at the project site are limited to stormwater runoff from the structures and concrete surfaces. There are no existing stormwater facilities and stormwater runoff currently flows to the pervious surfaces on-site and infiltrates.

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

Waste materials would not enter ground or surface waters as project activities will comply with regulations regarding the handling and disposal of waste materials. All materials generated during demolition/deconstruction activities will be disposed of properly by either recycling, reuse, or placement in a landfill.

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

The proposal includes ground disturbance and a reduction in impervious surfaces from removal of structures and concrete surfaces, which could have a small effect on the existing drainage patterns. There are no known drainages within the project area (such as ditches, streams, etc.).

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

The project will include BMPs as appropriate to comply with local, state and federal regulations. This includes compliance with Vancouver Municipal Code (VMC) Chapter 14.09 (Stormwater Management). The port will obtain a demolition permit and grading permit from the City of Vancouver.

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

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

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

Project activities will disturb vegetation that has grown on or around the structures, mainly landscaping and blackberries. All shrubs, trees smaller than 2-inch caliper, and nuisance vegetation (tall grass, tall weeds, blackberry thicket, etc.) will be removed. Trees 2-inch caliper and larger located on site will be protected from project activities through standard protective measures. The port will obtain necessary permits from the City under VMC 20.770 to remove the small trees on the project site.

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 project site. The Washington Department of Fish and Wildlife (WDFW) website Priority Habitats and Species (PHS) on the Web does not identify any sensitive plant habitat on or near the project site. Prior SEPA reviews have noted the presence of the state sensitive species Western ladies' tresses (*Spiranthes porrifolia*) at Parcel 3 (although not near the farm structures), which was last documented in 2004. This species was not documented during two field surveys conducted in 2016 for the Parcel 3 berm project, which has since been constructed over the area of the previous observance location.

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

All disturbed areas will be hydroseeded after demolition has concluded. No landscaping is proposed. The project activities will comply with City requirements for vegetation protection and will obtain a tree removal permit. Prior to demolition within the critical root zone of trees, the port will determine if excavation or other significant ground disturbance is necessary for demolition and will notify the engineer prior to proceeding. All disturbed areas will be hydroseeded after demolition has concluded.

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

Eurasian watermilfoil (*Myriophyllum spicatum*) has been documented in the Columbia River to the west of the project site, in the flushing channel to the north, and in Vancouver Lake to the northeast. Himalayan blackberry (*Rubus armeniacus*), false indigo (*Amorpha fruticosa*), and reed canary grass (*Phalaris arundinacea*) are known to grow along the shorelines of these waterbodies and are found in many vegetated areas around the port.

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 PHS 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 lark (*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.

Fish: The Columbia River and Vancouver Lake are known to support numerous species of fish, including salmon and trout. Both the river and the lake are over 1,000 feet from the project site. WDFW's PHS on the Web identifies the following fish species associated with occurrence or migratory patterns within the lower Columbia River: Fall Chinook (*Oncorhynchus tshawytscha*), Pink salmon (*Oncorhynchus gorbuscha*), Coho salmon (*Oncorhynchus kisutch*), Winter Steelhead (*Oncorhynchus mykiss*), Fall chum (*Oncorhynchus keta*), Sockeye (*Oncorhynchus nerka*), White Sturgeon (*Acipenser transmontanus*), Summer Chinook (*Oncorhynchus tshawytscha*), Green Sturgeon (*Acipenser medirostris*), Summer Steelhead (*Oncorhynchus mykiss*), Resident coastal cutthroat (*Oncorhynchus clarki*), Spring Chinook (*Oncorhynchus tshawytscha*), and Dolly varden/Bull trout (*Salvelinus malma*/*S. confluentus*). WDFW also lists fish species in Vancouver Lake that are available for fishing, including American shad (*Alosa sapidissima*), Black crappie (*Pomoxis nigromaculatus*), bluegill (*Lepomis macrochirus*), Brown bullhead (*Ameiurus nebulosus*), Channel catfish (*Ictalurus punctatus*), Chiselmouth (*Acrocheilus alutaceus*), Coho salmon (*Oncorhynchus kisutch*), Largemouth bass (*Micropterus salmoides*), Northern pikeminnow (*Ptychocheilus oregonensis*),

Peamouth (*Mylocheilus caurinus*), Pumpkinseed Sunfish (*Lepomis gibbosus*), Rainbow trout (*Oncorhynchus mykiss*), Warmouth (*Lepomis gulosus*), White crappie (*Pomoxis annularis*), and Yellow perch (*Perca flavescens*).

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

The following federal Endangered Species Act (ESA)-listed species are known to, or could potentially, occur on or near the project site:

Streaked horned larks (*Eremophila alpestris strigata*) that use habitats on the Columbia River are known to utilize sandy islands and dredge placement sites in and adjacent to the river for nesting, foraging, and in some cases wintering. The nearest designated habitat is downstream of the port, near Kalama, Washington. Streaked horned larks have been previously documented at the port's Parcel 3 dredge placement site and surrounding area; however, the port now maintains the site in a manner not suitable for lark habitat and annual surveys conducted by the U.S. Army Corps of Engineers have not detected any streaked horned lark at the site since the summer of 2016. Streaked horned larks prefer expansive areas of flat, open ground, particularly sites with minimal vegetation for nesting, and prefer sites with unobstructed views of the river. The area containing the farm structures does not have the characteristics of suitable lark habitat, and larks are not expected to be present or impacted by the project activities.

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

Other ESA-listed species that have known occurrences in Washington State but are not likely to occur on or near the project site include the northern spotted owl (*Strix occidentalis caurina*), Taylor's checkerspot butterfly (*Euphydryas editha taylori*), Oregon spotted frog (*Rana pretiosa*), yellow-billed cuckoo (*Coccyzus americanus*), Chinook salmon (*Oncorhynchus tshawytscha*), Coho salmon (*Oncorhynchus kisutch*), steelhead (*Oncorhynchus mykiss*), chum salmon (*Oncorhynchus keta*), bull trout (*Salvelinus confluentus*), and green sturgeon (*Acipenser medirostris*). These species are unlikely to occur due to the lack of suitable habitat on the project site.

Critical Habitats

There are no mapped critical habitats for any species at the project site. Streaked horned lark critical habitat includes several specifically identified sandy dredge deposit locations in and adjacent to the Lower Columbia River but does not include any areas of the port or Clark County. The nearest designated critical habitat is downstream of the port, near Kalama, Washington.

Non-ESA-listed Species

In addition to the ESA-listed species above, the following species are notable and may occur on or near Parcel 3 (although they are not anticipated to occur on the project site). As detailed below, these species are either state listed as threatened or

endangered, are not listed but are identified as a Priority Species under WDFW's PHS Program, or are subject to another special protection status.

- Sandhill crane (*Grus canadensis*)
- Bald eagle (*Haliaeetus leucocephalus*)
- Northwestern pond turtle (*Actinemys marmorata*)
- Tundra swan (*Cygnus columbianus*)
- 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 utilize Parcel 3 and surrounding areas. WDFW has mapped migratory occurrence locations of sandhill cranes on agricultural land on Parcel 3. North of the flushing channel and Lower River Road is an approximately 527-acre property known as Cranes' Landing (formerly known as port Parcels 4 and 5). This property is subject to a conservation easement and is specifically managed by the owner, Columbia Land Trust, for Sandhill cranes and other species that occupy the Vancouver Lake lowlands. Much of the Cranes' Landing site 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.

PHS on the Web identifies the Ridgefield Lowlands as supporting wintering concentrations of tundra swan, which are a WDFW Priority Species and are protected under the Migratory Bird Treaty Act. Tundra swans migrate to Washington during the winter and use a variety of large lakes and smaller wetlands with aquatic vegetation for feeding. The project site does not provide suitable habitat for tundra swans.

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 monitor species by WDFW. Osprey frequently nest in riparian areas adjacent to the Columbia River and Vancouver Lake, and routinely forage in the vicinity of the project site. There are no known osprey nests within the project 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 migratory route for the aquatic species listed above, which is over 3,000 feet away from the site.

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

The port will inspect the project area for wildlife prior to conducting any project activities to avoid impacts to wildlife.

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

No invasive animal species have been documented on the site. Invasive animal species in the vicinity include aquatic species in the Columbia River and Vancouver Lake. Known invasive species in the river include northern pikeminnow (*Ptychocheilus oregonensis*), New Zealand mud snails (*Potamopyrgus antipodarum*), and grass carp (*Ctenopharyngodon Idella*). Bullfrogs and nutria have been observed in the Vancouver Lake sloughs. In addition, European starlings (*Sturnus vulgaris*) and pigeons (*Columbia 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.

Project activities will involve equipment powered by fossil fuels, such as diesel or gasoline. Once project activities are completed, remaining structures would include a potable well and pumphouse served by an existing underground powerline that may be used for farm-related purposes consistent with the current use.

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

The project would not affect the use of solar energy, and there are no adjacent activities or uses that currently use or are likely to use solar energy.

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

Appropriate emission control devices on equipment and reducing unnecessary idling of equipment will reduce energy impacts from the project activities.

7. Environmental health

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

Hazardous materials associated with existing farm structures and agricultural activities performed at the project site and adjacent properties could present environmental health hazards. However, the port has identified and will abate such materials as necessary to prevent exposure prior to demolition of farm structures.

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

Possible contamination at the site from present or past uses is described in the Phase 1 Environmental Site Assessment, which evaluated the parcel containing the project site and adjacent parcels (Maul Foster & Alongi, Inc., August 2000, revised March 2002). Farming activities on the project site and nearby properties historically used herbicides and pesticides for agricultural purposes. Former occupants include Waucoma Dairy, Egger Dairy, and Andersen Dairy. The current tenant, Fazio Family Farms, has agricultural crops only. Herbicides and pesticides were likely previously stored on-site; however, no evidence of spills (e.g., stains, stressed vegetation) have been observed. At the project site, activities conducted in the vicinity of a vehicle maintenance area, use of a wash pad area, and the historical application of waste oil to the dirt roads for dust suppression may have resulted in the release of hazardous substances to the soil and groundwater.

Possible contamination is also described in the Underground Storage Tanks Decommissioning and Soil Cleanup Report, Andersen Dairy, Holdner East and West Farms (Hahn and Associates, June 2003). Four underground storage tanks (USTs) were located at the project site, with estimated capacities of approximately 1,000 gallons each. Decommissioning and cleanup of the USTs, completed in 2003, included methods such as excavating overburdened soils, monitoring for flammable vapors, and cleaning the inside of the tank. Soil testing was also conducted for each of the USTs at the project site.

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.**

Possible hazardous chemicals at the site are described in the Phase 1 Environmental Site Assessment. There are no known underground hazardous liquid or gas transmission pipelines within the project site. The National Pipeline Mapping System Public Viewer maps a utility corridor containing four natural gas and liquid petroleum transmission pipelines with easements adjacent to and east of the farm structures. These pipelines are within 0.5 miles of the farm structures; however,

project activities would not take place near the pipelines and no disturbance would occur. Hazardous chemicals stored on-site (associated with agricultural activities) have since been removed in accordance with the lease conditions of the previous tenant.

In addition to hazards associated with past activities, recent break-ins at the single-family residence have created hazardous conditions including feces, needles, broken glass and other health hazards, which are currently scattered throughout the house. The age and condition of the structures add to hazards onsite.

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.

A Limited Pre-Demolition Hazardous Building Materials Survey Report was completed for the farm structures (PBS, June 2024). Asbestos-containing building materials, lead-containing paint, suspected freon-containing refrigerator, and biological hazards such as excrement were found throughout the site. Additionally, the assessment presumes that PCBs are present in light fixture ballasts, and mercury in fluorescent light tubes observed on site. Prior to commencing project activities, the port will comply with applicable regulations regarding the abatement, management and disposal of hazardous materials. Chemicals used on-site during project activities and ongoing maintenance of the site would consist of those typically associated with construction and maintenance equipment and farming practices, such as gasoline, diesel, herbicides and fertilizer.

4. Describe special emergency services that might be required.

Project activities are not anticipated to require special emergency services.

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

Project activities will be completed in compliance with local, state and federal regulations to reduce or control environmental health hazards. While there is no visual evidence of impacts to the project site due to previous site activities, soils will be monitored during demolition activities for suspected contamination (visual, odor) and sampled accordingly, and any soils that require cleanup or special handling due to contamination or other considerations will be handled and disposed of in accordance with relevant laws. A spill kit will be kept on-site should a spill from equipment occur.

b. Noise

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

The project site is in proximity to industrial uses including the BPA Substation, the West Van Materials Recovery Transfer Station, Hickey Marine Enterprises, and Tidewater Barge Lines, Inc. The site is adjacent to farming activities which include field machinery operation. In addition, general vehicle noise is generated along State

Route (SR) 501 and NW Old Lower River Road, and overhead airplane activities from local airports. Noise would not affect the project activities.

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)?

Short-term construction noise would be generated during project activities. This would include noise from building demolition/deconstruction, vehicles traveling to and from the site, construction vehicles on-site, and the operation of construction equipment. Project activities are anticipated to occur during normal construction hours (between 7 am and 8 pm). Long term noise would be associated with agricultural equipment similar to existing levels of noise prior to the de/construction activities.

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

Project activities will occur during daylight hours, equipment used will be fitted with required mufflers and the Parcel 3 berm will aid in the reduction of noise impacts to the wildlife and recreational areas to the north. Construction will 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 surplus farm buildings are currently vacant, with the exception of the shop building, which is currently used for storage of farming equipment but will be vacant prior to removal of the structure. The project will not affect current land uses on nearby/adjacent properties. Immediate uses adjacent to the farm structures consist of agricultural land to the north, east and south, and NW Lower River Road to the west.

Uses immediately adjacent to the project site are low intensity with little to no development of permanent structures. Uses adjacent to the project site include a landscaped berm to the north/northwest (the Parcel 3 berm), the Parcel 3 dredge disposal site to the northwest, the Columbia River to the west of the site, which is divided by a vegetated levee and NW Old Lower River Road which is elevated from surrounding property, and agricultural uses to the north and west. Other nearby uses include Vancouver Lake Regional Park (Clark County), a Clark County Parks-owned parking area for access to the trails to Frenchman's Bar Park and Vancouver Lake Regional Park across the flushing channel to the north, Vancouver Lake Rowing Club & Vancouver Lake Aquatic Center, Cranes' Landing (greenspace and habitat areas) to the north of the flushing channel, and industrial uses to the south/southeast of Parcel 3.

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 project site is used as working farmlands to grow grass seed by a current port tenant. The surplus buildings are currently vacant and not used by the tenant, except for the shop building (which is used for farm equipment storage but will be vacant prior to removal of the structure). The buildings pose a hazard due to increased vandalism, illegal entry, and age of the structures. While the project site is used for agriculture, there are no designated agricultural or forest lands of long-term commercial significance within the city of Vancouver and this project is located within city limits.

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?

Project activities would not affect or be affected by surrounding working farmlands. There are no working forest lands in the immediate areas.

c. Describe any structures on the site.

The project site includes a single-family residence, two silos, a hay storage shed, a shop building, septic system, small sheds, a garage, and pump house structures, in addition to various ancillary improvements including a cesspool, concrete surfaces, and underground and overhead power lines and poles.

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

The port intends to demolish/deconstruct all structures and ancillary improvements on the site except the well.

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

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

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

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

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

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

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

The following critical areas, as designated by the City of Vancouver, are present on the project site.

- **Frequently Flooded Areas (VMC 20.740.12):** The 100-year floodplain of the Columbia River extends across the site (FEMA panel #53011C0361D). The project would not affect or be affected by flooding on the project site.
- **Geologic Hazard Areas (VMC 20.740.130):** According to Washington's 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. Liquefaction susceptibility refers to the likelihood that underlying soils will lose their strength and behave as liquid when exposed to ground shaking during earthquake events. The site is mapped as having a moderate to high chance of liquefaction, which qualifies as a seismic hazard area for liquefaction under VMC 20.740.130.

The site is identified by DNR as seismic site class D-E under the National Earthquake Hazard Reduction Program (NEHRP). NEHRP categorizes the potential for enhanced or amplified ground shaking and assigns a site class ranging from A (the best – hard rock) to F (the worst – soft clay or swamp muck). Site class D-E qualifies as a seismic hazard area for ground shaking amplification under VMC 20.740.130. There are no other geologic hazard areas mapped, and the project would not be affected by seismic hazards. See Section B.1 – Earth, for further details.

- **Critical Aquifer Recharge Areas (VMC 14.26.115.B):** The entire city is located within a sole source aquifer (Troutdale Aquifer), which is designated as a category 1 critical aquifer recharge area. The site is not within 1,900 feet of a municipal water well supply and therefore is not subject to the special protection area provisions of VMC 14.26 (Water Resources Protection). Project activities are not anticipated to impact groundwater. See Section B.3. – Water, for further details.

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

No people would reside on the project site as a result of the project activities. Farming activities would continue to occur adjacent to the areas of the completed project, and some maintenance of the area in relation to farming activities is anticipated (e.g., mowing).

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

There are no residents on the project site; therefore, no people will be displaced by the project activities.

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

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

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

The project activities are compatible with the current and projected land uses and plans; therefore, no measures are needed to ensure compatibility.

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 designated agricultural or forest lands of long-term commercial significance within the City of Vancouver, and the project is located within City limits. The project will not impact the current use of the project site as these buildings are vacant and no longer necessary for the project site use.

9. Housing

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

No units would be added under this project. In addition, no future housing is anticipated given the industrial zoning.

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

There is one single-family residence located on the project site, which is not suitable for occupation and has not been occupied for several years. The house and outbuildings would be removed from the site as a result of project activities.

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

None proposed. The existing single-family residence is currently not suitable for occupancy nor is it occupied, and housing is not necessary to support the current agricultural use of the site. The heavy industrial zoning at the project site would not allow for future housing. Therefore, housing impacts will not occur that warrant mitigation.

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 as part of this project.

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

Project activities may alter some views by removing the farm structures from the landscape. Views of the site are limited, although portions of some of the farm buildings are currently visible from the NW Old Lower River Road and SR-501.

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

None proposed, as no negative aesthetic impacts are anticipated to occur.

11. Light and glare

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

The project would produce minor sources of light associated with construction vehicles and equipment. Demolition/deconstruction activities will occur during daylight and would not produce noticeable light or glare.

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

There is an existing yard light on the project site that will not be removed at this time. No additional sources of light or glare from the site will remain following project

activities, and the remaining light would not create a safety hazard or interfere with views.

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

Existing off-site sources of light or glare will not affect the proposal as there is currently no adjacent development, and project activities are not sensitive to light or glare.

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

None proposed, as no light and glare effects are anticipated to occur.

12. Recreation

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

There are no informal or designated recreational facilities on the project site; however, recreational opportunities exist nearby. Vancouver Lake Regional Park to the east and Frenchman's Bar Regional Park to the north provide picnic shelters, trails, playground equipment, and volleyball courts. The property north of and adjacent to the flushing channel is owned by Clark County Parks and provides parking to access a pedestrian/bicycle trail that connects to Frenchman's Bar Regional Park, Vancouver Lake Regional Park, and a pedestrian path to the Columbia River to the west. Bicyclists are also known to bike along the shoulder of SR 501.

The Columbia River and Vancouver Lake, which are near the project site, provide recreational opportunities for swimming, boating, and fishing.

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

No recreational uses would be displaced by the project activities.

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, 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.

AINW, a cultural resource consulting firm, completed a National Register of Historic Places (NRHP) Eligibility Evaluation for Historic Buildings in the project area in August 2023 (AINW, 2023), in compliance with state and local requirements to document historic buildings proposed for demolition and evaluate their eligibility for listing in the NRHP. According to the report, several of the buildings and structures on the project site are older than 45 years, including the single-family residence (or farmhouse, circa 1911), garage (circa 1960), shop building (circa 1965), and silos (circa 1971).

As a result of this work, AINW recommended to the Department of Archaeology and Historic Preservation (DAHP) that the single-family residence is eligible for listing in the NRHP under Criterion B of the eligibility criteria (36 CFR §60.4), which applies to properties that are associated with the lives of persons significant in our past. The recommendation is based on the residence's association with the life of John Egger, who was a farmer and dairy operator who also served in leadership roles for the Diking and Drainage Improvement District Nos. 3 and 14 from 1952-1972. John Egger worked at the project site (then Waucoma Dairy) as early as 1920, before leasing and later owning the dairy (renamed Egger Dairy). AINW recommended that the extent of the NRHP-eligible property consist of the area immediately surrounding the residence, as the historic-period outbuildings do not share the same association and significance.

Upon consultation with DAHP as required by state and local regulations, DAHP issued a letter of concurrence with the AINW recommendation in October 2023.

- 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.**

AINW completed an Archaeological Predetermination Report for the project area in December 2023 (AINW, 2023). The report documents previous archaeological studies and previously recorded archaeological sites, historical maps and aerial photographs, and surface and subsurface inspections.

The project is within the Vancouver Lakes Archaeological District, which has been determined eligible for listing in the NRHP. In addition, according to the statewide predictive model, the project area is within a very high probability area for pre-contact and historic-period sites. The early twentieth century farmstead post-dates some earlier nineteenth century farmsteads in the project area vicinity that have been documented as archaeological resources. However, no evidence of pre-contact or historic-period archaeological resources were observed during the pedestrian survey or shovel test excavations. Based on their findings, AINW noted that it is unlikely there is a significant archaeological site within the project area and concluded that additional archaeological work is not necessary for the project.

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

As noted above, AINW has prepared two studies to document potential impacts to cultural and historic resources on or near the project site. These include an NRHP Eligibility Evaluation for Historic Buildings (August 2023) and an Archaeological Predetermination Report (December 2023).

Methods used to identify historic and cultural resources, and to assess potential impacts, included surface and subsurface inspections; reviewing archival sources, including maps, newspaper articles, and materials provided by the port; a records

search and literature review, including records and reports held by DAHP available through the WISAARD online database, examining historic cadastral survey maps held by the U.S. Bureau of Land Management, and reviewing documents and maps on file at AINW; and fieldwork including a pedestrian survey and shovel tests. In addition, AINW consulted with DAHP regarding their recommendation for NRHP eligibility, as described above.

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.

Demolition and deconstruction activities will 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.

The NRHP-eligible farmhouse and its associated outbuildings (the outbuildings were not recommended as eligible for listing in the NRHP) were documented in accordance with DAHP level II mitigation documentation requirements. The resulting report, Level II Mitigation Documentation for the Andersen Dairy Farmhouse, Vancouver, Clark County, Washington (AINW, December 2023), was provided to DAHP as appropriate mitigation for the removal of the NHRP-eligible structure. The report provides thorough documentation of the farmhouse and its association with significant themes in local history, specifically the formation of diking districts along the Columbia River during the twentieth century, as farmers reacted to major flood events. The mitigation documentation includes information on recent surveying of the project site, maps and photographs of the area and buildings, a summary of the history of nineteenth century development of Vancouver Lake Lowlands, ownership history of the farm, diking and flood control efforts in the vicinity of the site through the 20th century (including the activities of John Eggers), and a present-day condition report of the farmhouse.

14. Transportation

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

The site is accessed from NW Old Lower River Road, which connects to SR 501. The existing gravel/dirt driveway will be used for vehicle access during project activities.

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

The project site is not served by public transit. The nearest formal transit stop is approximately 3.6 miles east at the intersection of Fruit Valley Road and La Frambois Road.

C-TRAN's "The Current" is an on-demand rideshare service that provides bookable rides throughout the Vancouver area. One of the service zones includes service to the Port of Vancouver and surrounding industrial area, west of the Vancouver rail yard and train station. The service area is within 0.2 miles to the east of the project site.

- 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).**

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

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

The project will not use any of these transportation resources and the project site is not in the immediate vicinity of marine, rail, or air transportation.

- 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?**

The completed project would not generate additional vehicle trips. Remaining structures would continue to be used by the existing tenant for farm-related purposes, however, it is not known how many vehicle trips might be produced. It is anticipated that the number of trips would be sufficiently low as to have no impact on transportation in the project area.

- 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.**

Project activities would be unlikely to affect or be affected by the movement of agricultural and forest products on roads or streets in the area. Vehicles would use SR 501 to access the project site but would not create a significant number of trips.

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

None proposed, as no transportation impacts are anticipated to occur.

15. Public services

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

The project would not create an increased need for public services.

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

None proposed, as no impacts to public services are anticipated to occur.

16. Utilities

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

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

Project activities at the project site would not require new connections to utility services. Some powerlines will be abandoned while others will be protected in place. The port will coordinate with appropriate utility providers and agencies prior to project activities and will perform appropriate utility locates prior to any ground disturbing activities. All utilities to the surplus structures will require termination.

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 Monty Edberg

Type name of signee: Monty Edberg

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

Date submitted: 3-21-25



Exhibit A - Project Site



Legend

- Buildings and Structures
- Taxlots

Notes:

Removal of the structures and ancillary improvements

1: 2,257



376.2 0 188.08 376.2 Feet

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

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.