

**SUBMIT TO:**

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

<u>SEPA ENVIRONMENTAL CHECKLIST</u>	<u>WAC 197-11-960</u>
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</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.11 below</u>	
Legal description: Lot(s) <u>See Section A.11 below</u> Block(s) _____ Plat name _____ <small>(If a Metes and Bounds description, check here <input type="checkbox"/>, and attach narrative to this application.)</small>	
Site Address (if any): <u>See Section A.11 below</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:

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 USA Comprehensive Scheme of Harbor Improvements and Industrial Development (Resolution No. 2-2017).

Pursuant to RCW 53.20.020, the Port of Vancouver (port) seeks, by way of Resolution, to amend its Comprehensive Scheme of Harbor Improvements and Industrial Development (Comprehensive Scheme) for its various properties and facilities. This 1911 statute requires the port Commissioners to generally describe the various acquisitions, surpluses and improvements (“projects”) that the port is considering. These widely diverse projects which range in size, purpose and nature, are generally unrelated to each other and occur on a multitude of sites and parcels. The specific projects discussed in this Comprehensive Scheme amendment (Adoption of the Terminal 1 Conceptual Master Plan, including surplus of buildings/improvements and necessary improvements to accomplish the Conceptual Master Plan, and the establishment of a berm at Parcel 3), are included in **Resolution No. 2-2017 (Resolution)** which is available on the port’s website: <http://www.portvanusa.com/environmental-services/sepa/>. The proposed action of amending the Comprehensive Scheme meets the “Non-Project Action” definition under the SEPA rules.

2. Name of applicant:

Port of Vancouver USA

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

*Port of Vancouver
3103 NW Lower River Road
Vancouver, WA 98660
360-693-3611
Contact: Kim Shaffer*

4. Date checklist prepared:

August, 2017

5. Agency requesting checklist:

Port of Vancouver USA

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

A public hearing amending the port’s Comprehensive Scheme is expected approximately September-October 2017 at the port’s General Offices at 3103 Lower River Road during a port commission meeting. As required, appropriate public notice shall occur for the public hearing amending the port’s Comprehensive Scheme.

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

As outlined in the response to A.1., the amendment to the port’s Comprehensive Scheme of Harbor Improvements and Industrial Development is a SEPA Non-Project Action. Please refer to Section A.11. for a description of future activity connected with this proposal.

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

This is a Non-Project Action; however, site specific information for properties and projects identified in this Non-Project Action to amend the port’s Comprehensive Scheme is discussed below. Compliance with the local, state, and federal permits and approvals will occur for any future projects on a project specific basis.

1. Adoption of Terminal 1 Conceptual Master Plan

- *Vancouver Comprehensive Plan 2011-2030, City of Vancouver.*
- *Vancouver City Center Vision and Subarea Plan, City of Vancouver, June 2007 (the VCCV subarea plan)*
- *Final Supplemental Environmental Impact Statement for the Vancouver City Center Vision Subarea Plan, City of Vancouver, November 2006 (the VCCV FSEIS)*
- *City of Vancouver Ordinance M-3833. Vancouver City Center Vision & Subarea Ordinance (Established VCCV planned action), June 18, 2007.*
- *Cultural Resource Assessment for the Port of Vancouver Terminal 1 Waterfront Master Plan, Heritage Research Associates, July 10, 2015.*
- *Hazardous Material Survey (asbestos, lead, and mold). Certified Environmental Consulting Inc., November 2015.*
- *City of Vancouver Archaeological Predetermination Report, Archaeological Investigations Northwest Inc., March 2016.*
- *Terminal 1 Waterfront Development Transportation Compliance Letter, Kittelson and Associates, December, 2016.*
- *Terminal 1 Phase II Environmental Assessment Report, Ecology and the Environment, March 2009.*
- *Preliminary Geotechnical Investigation Terminal 1 Redevelopment Port of Vancouver, USA, Geotechnical Resources Inc., March 29, 2016.*
- *Port of Vancouver USA Terminal 1 Critical Areas Report, BergerABAM. October 2016.*
- *Waterfront Development Master Plan, Port of Vancouver, USA, November 13, 2016.*
- *Port of Vancouver Waterfront Development Urban Design Standards & Guidelines, NBBJ, March 2017.*
- *Soil and Groundwater Investigation Report, Hahn and Associates, Inc., January 21, 2016.*
- *Subsurface Investigation Report, Hahn and Associates, Inc., May 18, 2016.*
- *Analysis of Pearson Airfield FAA standards, HDR, December 2016.*
- *Notice of Application, Public Hearing, and SEPA Planned Action for Port of Vancouver Terminal 1 Conceptual Master Plan, City of Vancouver, February 15, 2017.*
- *Hearings Examiner report and recommendation to the Vancouver City Council to approve the Terminal 1 Concept Development Master Plan, May 23, 2017.*
- *SEPA Checklist, Terminal 1 Waterfront Development Project Port of Vancouver, December 23, 2016.*
- *Archaeological Monitoring Plan and Inadvertent Discovery Plan for Human Remains, Archaeological Investigations Northwest, Inc., June 8, 2017.*
- *City of Vancouver Ordinance M-4202 approving of the Concept Development Plan (CDP), Shoreline Substantial Development Plan, and Shoreline Conditional Use Permit, June 19, 2017.*
- *Shoreline Conditional Use Permit, Department of Ecology, August 8, 2017.*

Anticipated environmental information to be prepared regarding the Terminal 1 includes:

- *Joint Aquatic Resources Permit Application (JARPA)*

2. Establishment of Berm on Parcel 3

- *SEPA Checklist, Comprehensive Scheme of Harbor Improvements and Industrial Development Resolution 1-2016, Port of Vancouver, December 17, 2015.*
- *SEPA Determination of Non-Significance, Comprehensive Scheme of Harbor Improvements and Industrial Development Resolution 1-2016, Port of Vancouver, December 18, 2015.*
- *Adoption of Resolution 1-2016 amending the Port of Vancouver's Comprehensive Scheme of Harbor Improvements and Industrial Development, Port of Vancouver, January 12, 2016.*

- *Wetland and Waterbody Delineation-Port of Vancouver USA Parcel 3 Berm, Berger ABAM, October, 2016.*
- *Declaration of Restrictive Covenants-Parcel 3, Recorded Clark County, March 25, 2016.*

Anticipated environmental information to be prepared regarding the Parcel 3 Berm includes:

- *Joint Aquatic Resources Permit Application (JARPA)*
- *Biological Evaluation*
- *City of Vancouver Shoreline Substantial Development Permit application*
- *Mitigation Bank Use Plan*
- *Tree Plan*
- *Archaeological study/pre-determination*
- *No net rise analysis*
- *Critical Areas Report*

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.

This is a Non-Project Action. While the projects identified in this Non-Project Action will require future governmental approvals (see A.10. below), no applications are pending at this time. Compliance with the local, state, and federal permits and approvals will occur on a project-specific basis.

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

Because this is a Non-Project Action, no other government approvals will be necessary for the Port of Vancouver Commissioners to approve the Resolution to amend the Comprehensive Scheme. However, compliance with the local, state, and federal permits and approvals will occur for the projects identified in A.11. above on a project specific basis, as required by local, state and federal agencies.

As listed in A.8. above, the City of Vancouver has approved the Concept Development Plan, Shoreline Substantial Development Plan, and Shoreline Conditional Use Permit for the Terminal 1 project. Department of Ecology has approved the Shoreline Conditional Use Permit. Future development at Terminal 1 is anticipated to require the following approvals or reviews:

Local

- *Site Plan Review (Vancouver Municipal Code [VMC] Chapter 20.270)*
- *Grading Permit (VMC Title 14)*
- *Right of Way (VMC Title 11)*
- *Utility connections (VMC Chapters 14.08, 14.10, and 14.12)*
- *Notice of intent (NOI) (for demolition and asbestos abatement) (Southwest Clean Air Agency Chapter 476)*
- *Building/electrical/mechanical/plumbing/demolition permits (VMC Title 17, Buildings and Construction)*
- *Fire alarm/sprinkler permit (VMC Title 16, International Fire Code)*

State

- *Hydraulic Project Approval (HPA) (Revised Code of Washington (RCW) Chapter 77.55 and Washington Administrative Code (WAC) 220.110)*
- *Section 401 Water Quality Certification (WAC Chapters 173.201A and 173.225)*
- *National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit*

Federal

- *U.S. Army Corps of Engineers (USACE) Section 10 Permit (33 U.S.C. 403)*

- *USACE Section 404 (33 U.S.C. 1344) review*
- *U.S. Coast Guard (USCG) Private Aids to Navigation (PATON) (33 CFR Part 66)*
- *Endangered Species Act (ESA) (16 U.S.C. 1531–1543) review*
- *National Historic Preservation Act (NHPA) Section 106 compliance*
- *Magnuson-Stevens Fishery Conservation and Management Act Evaluation (16 U.S.C. 1801–1884) review*
- *Marine Mammal Protection Act (MMPA) compliance (16 U.S.C. 1361-1407)*
- *Federal Aviation Administration (FAA) Notice of Proposed Construction or Alteration (Form 7460-1)(14 CFR Part 77)*
- *National Environmental Protection Act (NEPA) for federal grants (42 U.S.C. 4321-4347)*

Approvals anticipated to be obtained for the Parcel 3 berm include the following:

Local

- *Major Grading Permit (VMC Title 14)*
- *Shoreline Substantial Development Permit (SSDP) (VMC Chapter 20.760)*
- *Tree conservation ordinance compliance (VMC Chapter 20.770)*
- *Archaeological pre-determination (VMC Chapter 20.710)*
- *Critical areas ordinance compliance (frequently flooded areas, fish and wildlife habitat conservation areas, wetlands, and geological hazards) (VMC Chapter 20.740)*
- *Right-of-way use permit (VMC Title 11)*

State

- *National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit*
- *State Environmental Policy Act (SEPA) (WAC 197-11) Section 401 Water Quality Certification (WAC Chapters 173.201A and 173.225)*

Federal

- *USACE Section 404 review (33 U.S.C. 1344)*
- *Endangered Species Act (ESA) (16 U.S.C. 1531–1543) review*
- *National Historic Preservation Act (NHPA) Section 106 compliance*
- *Magnuson-Stevens Fishery Conservation and Management Act Evaluation (16 U.S.C. 1801–1884) review*

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.)

RCW Chapter 53.20 requires the Port of Vancouver (port) Commissioners to generally describe the various acquisitions, surpluses and improvements that the port is considering. These widely diverse acquisitions, surpluses and improvements, which range in size, purpose and nature, are generally unrelated to each other and can occur on a multitude of sites and parcels. . Under RCW 53.08.090, the port's Comprehensive Scheme of Harbor Improvements and Industrial Development Plan must be amended when the port desires to convey property valued at more than \$10,000 that the port has declared to be no longer needed for port purposes and surplus to port needs.

The proposed Resolution to amend the Comprehensive Scheme meets the “Non-Project Action” definition under the SEPA rules. These proposed amendments are discussed below.

1. Adoption of Terminal 1 Conceptual Master Plan

The port proposes to adopt the Conceptual Master Plan (the plan) of the Terminal 1 Waterfront Development Project (T1) located along the Columbia River in downtown Vancouver (city) as illustrated on **EXHIBIT A** as part of its Comprehensive Scheme. The plan is also known as the Concept Development Master Plan (CDP) previously approved by the city on June 19, 2017. The site is within the Columbia River Renaissance district of the Vancouver City Center Vision (VCCV) subarea plan. The plan details proposed development of the 10.37-acre site with approximately 355 residential units (apartments and possibly live/work units), 62,000 square feet of retail space, 200,000 square feet of commercial office space and a 160 room hotel (including retail, restaurant and event and support office space). The plan also includes the potential reuse of approximately 36,600 square feet of existing building area as a “market place”. In addition to these elements the plan includes public amenities including an extension of the Columbia River Renaissance Trail, and enhancement/replacement of the existing pier to add new civic open spaces and amenities. To the extent existing buildings/improvements will be demolished to accommodate the Master Plan, the Port hereby finds those buildings/improvements surplus.

2. Establishment of Berm on Parcel 3

The port proposes to add the construction of an earthen berm at Parcel 3 to its Comprehensive Scheme. The berm is intended to provide a buffer and transition from the Heavy Industrial zoned property south of the Vancouver Lake Flushing Channel to the park, open space and wildlife conservation areas to the north, consistent with the Declaration of Restrictive Covenants – Parcel 3. The berm is anticipated to be approximately three thousand five hundred seventy-six feet (3,576') long, eighty-two feet (82') wide, and twelve feet (12') high and will be located along the south bank of the existing flushing channel on the port's Parcel 3. The project area (including berm footprint, grading and staging areas) is illustrated on **EXHIBIT B**. Construction of the earthen berm will include native landscape plantings which will be a combination of evergreen and deciduous plant species, and grasses. A well and pump house will be constructed nearby to supply irrigation water required to maintain plant materials. An access road will also be constructed along the south side of the berm for berm maintenance access.

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.

Refer to locations identified in the above Section A.11. and attached Exhibits.

B. ENVIRONMENTAL ELEMENTS

This is a Non-Project Action. Compliance with the local, state, and federal permits and approvals will occur on a project specific basis. Site specific information for the properties and projects identified in this Non-Project Action to amend the port's Comprehensive Scheme is discussed where appropriate and where available in this checklist. The City of Vancouver has determined that the Terminal 1 Conceptual Master Plan falls within the Vancouver City Center Vision Planned Action which has previously undergone SEPA review. The project has obtained approval of the Concept Development Plan, Shoreline Substantial Development Plan and Shoreline Conditional Use permits. The Parcel 3 berm project will undergo appropriate project-level environmental review as appropriate. This checklist is for the consideration of amending the port's Comprehensive Scheme, which is a Non-Project action.

1. Earth

- a. General description of the site
(circle one): **Flat**, rolling, hilly, steep slopes, mountainous,
other _____

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

Available survey information indicates that much of the site slopes are between 0-5%.

The Columbia River shoreline at T1 has relatively steep bank slopes ranging from 15-30 percent.

Outside the project limits of the berm, the steepest adjacent grades occur on the banks of the flushing channel to the north and an access driveway to the south, where man-made steep slopes ranging from 15-25 percent are present from the top of the bank down to the water and surrounding land. The rest of the adjacent area is flat land, with very minimal slopes.

- 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.

Terminal 1 is mapped by the US Department of Agriculture (USDA) as containing 100 percent fill land (Fn). Site investigations further define the fill soil type as being predominantly sand and silt material. The USDA identifies the following soil types for the Parcel 3 berm project site: Sauvie silty clay loam, Newberg and Sauvie silt loam, and Rough broken land. The properties do not contain any agricultural land of long-time commercial significance; however, the Parcel 3 area south of the berm project site is currently used for seasonal agricultural use. No soils will be removed from the site.

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

There are no surface indications of unstable soils. Clark County GIS information lists liquefaction susceptibility as moderate to high. National Earthquake Hazards Reduction Program (NEHRP) site classification for the subject properties are D-E. NEHRP Soil Site Classes categorize the potential for enhanced or amplified ground shaking and range from A (the best - hard rock) to F (the worst - soft clay or swamp muck). These designations qualify as geologic hazard areas per VMC Chapter 20.740.130.

- 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.

None is proposed with this Non-Project Action however future site development is anticipated to include this type of work. Terminal 1 excavation will be necessary for building foundations, parking garages and utilities and minor cuts and fill will be required for elements such as roads, building sites and pathways. It is anticipated that the berm will require approximately 110,000 cubic yards of material to construct. The construction of the berm maintenance access road will require additional material. Material will be sourced from off-site locations and from on-site grading. Permits and approvals have been or will be obtained as required on a project specific basis.

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

Not as a result of this Non-Project Action however erosion could occur as a result of future site developments, including site grading which will expose soils during construction. Permits and approvals will be obtained as required on a project specific basis which will address Best Management Practices (BMPs) required to limit potential for erosion. BMP's will be implemented during project

construction in compliance with VMC 14.21 (Erosion Control) and the Stormwater Pollution Prevention Plans that will be required under the projects' Construction Stormwater NPDES permits.

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

None, as a result of this Non-Project Action. No additional impervious surface coverage is anticipated over current conditions for the Terminal 1 Master Plan. The addition of a gravel maintenance access road is anticipated for the Parcel 3 berm project. The access road represents approximately 13 percent of the total berm area.

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

None, as a result of this Non-Project Action. The City of Vancouver has determined that the Terminal 1 Conceptual Master plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include erosion control measures, 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.

None, as a result of this Non-Project Action however, future site development may include various types of emissions associated with construction, operation and maintenance of the projects. During construction emissions will consist of typical air pollutants resulting from the use of fossil fuel-powered construction equipment and dust from exposed soils. Parcel 3 operational emissions will result from maintenance activities including mowers and passenger vehicles of maintenance crews. Site operational emissions from the Terminal 1 site would be generated by the mechanical equipment typically used in office, hotel, residential and retail development. Emergency backup generators may also be installed. Permits and approvals will be obtained as required on a project specific basis.

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

None, for this Non-Project Action.

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

None, for this Non-Project Action. The City of Vancouver has determined that the Terminal 1 Conceptual Master plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Air impacts of the proposed alternative were addressed in the VCCV FSEIS and the analysis indicated that the development envisioned in the subarea would have a lesser impact on air than taking the no action alternative (development under the prior zoning and land use). Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include emission control measures, as appropriate to comply with local, state and federal regulations.

3. Water

a. Surface Water:

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

The Columbia River is near the properties identified in this Non-Project Action. In addition, Vancouver Lake, the Vancouver Lake Flushing Channel, Buckmire Slough and wetlands are located on or near Parcel 3. A wetland investigation identified a 0.42-acre low quality (Category IV) depressional wetland near the center of the site that will be impacted by the berm project.

- 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.

None, for this Non-Project Action. However, future site development will include work adjacent to over, or within the described waters. The berm will be located adjacent to the Columbia River and Vancouver Lake Flushing Channel. A wetland investigation identified a 0.42-acre, low quality (Category IV) depressional wetland that is anticipated to be impacted by the Parcel 3 berm project work. The Terminal 1 project is located adjacent to the Columbia River and may include in water work including pile removal and installation, and repair and maintenance of the existing pier, and over water work including demolition, remodeling, pier repair and replacement. Permits and approvals will be obtained as required on a project specific basis.

- 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 dredge materials will be removed from surface water or wetlands related to this Non-Project Action or the projects listed in A.11. However, the Parcel 3 berm project does anticipate filling 0.42-acre, Category IV depressional wetland. The wetland impact is proposed to be mitigated at the nearby Columbia River Wetland Mitigation Bank on the Port's Parcel 6. Permits and approvals will be obtained as required on a project specific basis. Sources of fill could include material generated from port projects as well as off-site sources. All fill material will be screened according to the port's Soil Fill Acceptance Guidelines.

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

No surface water withdrawals or diversions are anticipated as a result of the projects identified for this Non-Project Action.

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

GIS mapping indicates that a portion of the subject properties lie within the 100-year flood area. Floodplain determinations will be or have been made as part of project applications on properties identified in this Non-Project Action. Refer to Section A.8 for description of prepared environmental documentation related to the subject properties.

- 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 are anticipated as a result of the projects identified for this Non-Project Action.

b. Ground Water:

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

None for this Non-Project Action. However, construction of a well and pump house are necessary as part of the Parcel 3 berm project to supply irrigation water required to maintain plant materials. Appropriate well sizing will be determined according to final planting plan and soil profile but is currently anticipated to need approximately 3.5 acre feet per year. The port's existing water right (#G2-30649, WA Dept. of Ecology) contemplates for the withdrawal of water at Parcel 3 for this purpose. The Terminal 1 project will utilize City of Vancouver municipal water supply. No water will be discharged to groundwater. Necessary permits and approvals will be obtained as required on a project specific basis.

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

No discharges of waste materials into the ground from septic tanks or other sources are anticipated as a result of the projects identified for this Non-Project Action.

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.

None for this Non-Project Action. Source of runoff on the identified properties is limited to stormwater that will either infiltrate or be discharged to adjacent surface water in accordance with local, state, and federal permits and approvals. Compliance with the local, state and federal permits and approvals for stormwater collection and treatment on properties identified in this Non-Project Action will occur on a project-specific basis.

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

No discharges of waste materials to ground or surface waters are anticipated as a result of the projects identified for this Non-Project Action.

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

Not for this Non-Project Action. However, future site development may include this type of work. Stormwater drainage plans will drain stormwater runoff to designed collection point. Permits and approvals will be or have been obtained as required on a project specific basis.

- 4) Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

None, for this Non-Project Action. The City of Vancouver has determined that the Terminal 1 Conceptual Master Plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through

application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include water protection measures, as appropriate to comply with local, state and federal regulations.

4. Plants

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

deciduous tree: alder, maple, cottonwood, 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 (*reed canary grass, meadow foxtail*)

water plants: water lily, eelgrass, milfoil, other

other types of vegetation (*Himalayan Blackberry*)

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

No vegetation will be removed for this Non-Project Action. Landscape vegetation will be removed at Terminal 1. Grasses, shrubs, blackberry, black cottonwood trees, and wet soil plants are anticipated to be altered or removed for the Parcel 3 berm project within the project area. Both project sites propose planting native vegetation and will result in an increase in the quantity and diversity of native vegetation at the sites. Compliance with the local, state and federal permits and approvals for any future removed or altered vegetation on properties identified in this Non-Project Action will occur on a project-specific basis.

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

*No threatened or endangered species are known to occur within the identified properties. The Washington Natural Heritage Information System lists several sensitive plant species for Clark County. One species that has been recorded in the surrounding area is the western ladies' tresses (*Spiranthes porrifolia*). According to USFWS Information for Planning and Consultation (IPaC) database, golden paint brush (*Castilleja levisecta*) and water howellia (*Howellia aquatilis*) could potentially occur on or near the Parcel 3 project site. However, the site does not provide suitable habitat for either species, and neither of these species were documented during two field surveys conducted at the site in 2016 during the blooming period for these species. Two field surveys performed in 2016 have not indicated presence of threatened or endangered plant species on project sites.*

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

None, as part of this Non-Project Action. The Terminal 1 project will include urban landscaping and riparian zone restoration that will utilize native riparian plantings. There will be substantial planting on the Parcel 3 berm which will create an attractive buffer and create habitat for birds and animals. Measures to preserve or enhance vegetation on properties identified in this Non-Project Action will occur on a project-specific basis.

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

Himalayan Blackberry and reed canary grass grow along the Columbia River, Vancouver Lake and the flushing channel shorelines and is found in many vegetated areas around the port.

5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

birds: hawk, heron, eagle, songbirds, other: Owl, Crow, Seagull, Sparrow, Peregrine Falcons, Sandhill Crane, Streaked Horned Lark, Osprey, Bald Eagle, wintering fowl, pigeons, shore birds
 mammals: deer, bear, elk, beaver, other: mice, rats, sea lion, coyote, raccoons, opossum
Stellar and California sea lions, harbor seal, squirrel, rabbit, Columbia white-tailed deer
 fish: bass, salmon, trout, herring, shellfish, other: sturgeon, smelt, eulachon, lamprey, dace, chub, steelhead

Previous industrial and commercial development has limited priority habitat and species use of the Terminal 1 developed site.

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

This proposed Non-Project Action is not anticipated to result in any significant adverse impacts to animals. A shoreline critical areas report was prepared for the Concept Development Plan (CDP) that included review of Threatened and Endangered Species and Priority Habitat & Species at Terminal 1.

Sandhill cranes, a Washington Department of Fish and Wildlife-listed state endangered species, are known to rest and feed seasonally during migration at Parcels 3, 4 and 5. Parcel 3 is owned by the port. Parcels 4 and 5, now known as Cranes' Landing, total 527 acres north of the Vancouver Lake flushing channel and State Route 501 and is owned by Columbia Land Trust with Columbia River Alliance for Nurturing the Environment (CRANE) as the conservation easement holder. The property has been conserved and is being managed in perpetuity to provide wintering food for migrating and staging sandhill cranes as well as providing critical wintering forage for other species including Geese, ducks, raptors and mammalian species.

*Osprey (*Pandion haliaetus*) have been observed on port property. They are not federally listed, but are considered a state-monitored species and are protected under the Migratory Bird Treaty Act.*

Streaked Horned Lark have been observed at the Parcel 3 dredge disposal site, south of the proposed berm location. Streaked Horned Lark is listed as a threatened species under the federal Endangered Species Act.

Bald eagles have been observed nesting at Parcel 3, approximately 0.3 miles from the Parcel 3 Berm location. The bald eagle is currently a species of concern (federal) and state-listed sensitive. Bald eagles are protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act.

Columbia white-tailed deer, known to be in the area, is a federal species of concern and a Washington Department of Fish and Wildlife-listed state endangered species.

The Columbia River supports the following threatened or endangered evolutionarily significant units (ESU) and distinct population segments (DPS) of Pacific salmon, steelhead and bull trout:

- *Chinook Salmon (Oncorhynchus tshawytscha)*
 - *Lower Columbia River ESU*
 - *Upper Columbia River spring-run ESU*
 - *Snake River fall-run ESU*
 - *Snake River spring/summer-run ESU*
 - *Upper Willamette River ESU*
- *Columbia River chum ESU (Oncorhynchus keta)*
- *Lower Columbia River coho ESU (Oncorhynchus kisutch)*
- *Steelhead (Oncorhynchus mykiss)*
 - *Lower Columbia River DPS*
 - *Upper Columbia River DPS*
 - *Snake River Basin DPS*
 - *Middle Columbia River DPS*
 - *Upper Willamette River DPS*
- *Snake River sockeye ESU (Oncorhynchus nerka)*
- *Columbia River bull trout DPS (Salvelinus confluentus)*

In addition, the Southern DPS of eulachon/smelt (Thaleichthys pacificus), which occurs in the Columbia River, is federally listed as threatened. The Southern DPS of green sturgeon (Acipenser medirostris) also occurs in the Columbia River and is listed as threatened. The California sea lion (Zalophus californianus) and Steller sea lion (Eastern DPS) (Eumatopius jubatus) occur in the Columbia River, as the harbor seal (Phoca vitulina) does to a lesser extent. The California sea lion, Steller sea lion and harbor seal are not federally listed, but all marine mammals are protected under the Marine Mammal Protection Act (MMPA).

Critical habitat has been designated for all of the salmonid species listed above (except lower Columbia River coho salmon) and includes the Columbia River channel which bounds the southern edge of the Terminal 1 site and is connected to the flushing channel which bounds the northern edge of the Parcel 3 site.. Critical habitat for Columbia River bull trout and proposed critical habitat for southern DPS of eulachon is designated in the Columbia River and includes the T1 project area.

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

The general area of the identified properties are 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. Parcels 3, 4, and 5 are known to be used by migrating sandhill cranes for resting and feeding. 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 this Non-Project Action. The City of Vancouver has determined that the Terminal 1 Conceptual Master Plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. The T1 Master Plan

Design Guidelines target landscaping a minimum of 25% of open space with plantings that will support native wildlife. Consistent with WAC 19–11–660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. There will be substantial plantings on the berm which will create an attractive buffer from the Heavy Industrial zoned property south of the Vancouver Lake Flushing Channel to the park, open space and wildlife areas to the north and create habitat for birds and animals. Future site development will include measures to reduce or control environmental health hazards, as appropriate to comply with local, state and federal regulations.

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

Starlings and pigeons have been observed on or near the identified properties.

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.

None for this Non-Project Action. It is anticipated that the projects will use electricity, natural gas and diesel fuel. Further review will occur during plan review for construction approvals as further specifics are known.

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

Not for this Non-Project Action. It is not anticipated that the completed projects will 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:

None for this Non-Project Action. Energy conservation features will be addressed in the project's plans, permits and approvals, as appropriate. New structures will comply with current energy code requirements.

7. Environmental health

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

None identified for this Non-Project Action. See below for additional information regarding project-specific information for the projects discussed under this amendment to the Comprehensive Scheme.

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

Results of subsurface investigations at Terminal 1 referenced in Section A.8. (above) identified soil chemical concentrations exceeding Model Toxics Control Act (MTCA) Method A Cleanup Levels for Unrestricted or Industrial Land Uses. Exceedances include petroleum and metals-related contaminants. Petroleum-related contaminants at concentrations greater than MTCA Method B screening levels (naphthalene) were also detected. Additionally, soil vapors were found above screening levels in shallow soils. Contamination at the site appears to be limited in concentration and extent. No known or suspected contamination occurs at the Parcel 3 berm project site. As required by the port's water right, the proposed well location will be evaluated to ensure pumping would not affect the migration of contaminated groundwater.

- 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.

Underground high pressure natural gas transmission lines (Williams Pipeline) and petroleum lines (Olympic Pipeline) exist on Parcel 3 but are outside the berm project limits. No high pressure pipelines are known to exist at Terminal 1.

- 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, for this Non-Project Action. The projects considered under this amendment to the Comprehensive Scheme do not anticipate introduction of toxic or hazardous chemicals other than fuels (diesel, gasoline, natural gas) necessary for project completion and ongoing operations (visiting vehicles, backup generators, appliances, etc).

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

None, for this Non-Project Action. The Terminal 1 development will require police, fire and ambulance services typical of a downtown urban neighborhood. No additional special services are anticipated for the Parcel 3 berm project.

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

None, for this Non-Project Action. Project-specific actions will detail proposed measures to control environmental health hazards if necessary. The City of Vancouver has determined that the Terminal 1 Conceptual Master Plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures to reduce or control environmental health hazards, as appropriate to comply with local, state and federal regulations. A site specific contaminated media management plan and Stormwater Pollution Prevention Plan will be developed for Terminal 1. All fill material will be screened according to the port's Soil Fill Acceptance Guidelines.

b. Noise

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

The identified properties are adjacent to city/state roadways (traffic noise), the Columbia River (river traffic), and are affected by Pearson Field Airport and Portland International Airport planes traveling over port properties (air traffic noise) In addition, the Terminal 1 property is adjacent to main-line rail lines and industrial operations.

- 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.

None, for this Non-Project Action. During construction, temporary noise will be generated by construction equipment. Long-term noise from Terminal 1 would result from typical urban activities.

The Parcel 3 berm project is not anticipated to generate long-term noise beyond the sounds of typical maintenance and irrigation equipment.

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

None, for this Non-Project Action. The City of Vancouver has determined that the Terminal 1 Conceptual Master Plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. The Terminal 1 project will be designed to comply with the Noise Impact Overlay District (VMC 20.520) as required. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures to reduce or control noise impacts. Construction noise will comply with VMC 20.935 and WAC 173-60. The Parcel 3 Berm project is expected to reduce noise from adjacent industrial uses to receptors located on park, natural and wildlife conservation areas to the north.

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.

This Non-Project Action is not anticipated to affect current land uses on nearby or adjacent properties. The current use of the subject and adjacent properties are as follows:

1. Adoption of Terminal 1 Conceptual Master Plan

The site's current uses include a restaurant, commercial office building, parking area and transitory dock. Adjacent property to the west is being developed for commercial/residential use and public waterfront park. To the east is I-5 bridge, to the north is the BNSF mainline rail berm and to the south is the Columbia River.

2. Establishment of Berm on Parcel 3

Parcel 3 is designated by the Vancouver Comprehensive Plan 2011-2030 as Industrial and is zoned Heavy Industrial (IH). Lands north of the flushing channel are designated as Open Space/Public Facility and zoned Park and Greenway and include Cranes' Landing, a 527-acre sandhill crane and wildlife conservancy area, and Blurock Landing, a 38-acre Clark County park. The berm project site has previously been used for agricultural purposes, but is not currently being used as such. Adjacent property use to the south of the proposed berm site is agricultural/farm. The Columbia River lies to the west of the berm site and Vancouver Lake and associated recreation areas lie to the east (across SR501). The berm is intended to provide a buffer and transition from the industrial-zoned property south of the berm, to the Open Space/Public Facility, Park, Greenway and wildlife conservancy areas to the north and therefore is not intended to affect current land uses on nearby or adjacent properties.

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

The property of the proposed berm site has previously been used as working farmlands but is currently not being farmed and is zoned as Heavy Industrial. Property adjacent to the south of the proposed berm site on Parcel 3 is currently being utilized as working farmland and will not be converted to other

uses as a result of the Non-Project Action or the projects contained in it. Terminal 1 has been a working marine terminal for over 100 years. There are no agricultural or forest lands designated as 'long-term commercial significance' within the City of Vancouver.

- 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:

The Non-Project Action or the projects contained in it are not expected to affect or be affected by surrounding working farms or forest lands. The City of Vancouver has determined that the Terminal 1 Conceptual Master Plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level.

- c. Describe any structures on the site.

1. Adoption of Terminal 1 Conceptual Master Plan

Structures on site include a restaurant and former hotel, a commercial office building, amphitheater, public dock, parking, landscaping, public amenities and overwater structures have been constructed at various times.

2. Establishment of Berm on Parcel 3

No structures are on the project site. Structures adjacent to the site include a house, barn and remnant farm sheds.

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

Not as a result of this Non-Project Action, but under future project actions related to the properties, the surplus buildings and structures at Terminal 1 may be removed or relocated. Additionally, the existing parking lot and landscaping planters at Terminal 1 will be removed to accommodate the development of the proposed project. Compliance with the local, state, and federal permits and approvals will occur on a project specific basis.

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

1. Adoption of Terminal 1 Concept Master Plan

The site is Zoned City Center (CX), is regulated by the Downtown District (VMC 20.630), and is within the City Center Waterfront sub district (VMC 20.630.080). In addition, the site is within the Columbia River Shoreline Enhancement Plan District, and is also within the Airport Height Overlay District.

2. Establishment of Berm on Parcel 3

Zoned Heavy Industrial (IH)

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

1. Adoption of Terminal 1 Conceptual Master Plan

The City of Vancouver Comprehensive Plan 2011-2030 designated the site as Commercial (COM). In addition, the site is within the Vancouver City Center Vision subarea plan.

2. Establishment of Berm on Parcel 3

The site is Designated (IND) by the City of Vancouver.

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

1. Adoption of Terminal 1 Conceptual Master Plan

The City's Shoreline Management Master Program designates the shoreline of the site landward of the OHWM of the Columbia River as High Intensity and areas waterward of the OHWM as Aquatic.

2. Establishment of Berm on Parcel 3

Designated as Aquatic High Intensity Urban Conservancy by the City's Shoreline Management Master Program.

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

GIS information indicates Archaeological Probability as Level A – Higher Probability for the properties. The properties are located within a sole source aquifer (Troutdale Aquifer) which is a Critical Aquifer Recharge Area per VMC 14.26.115(B)(1). A private well-head protection zone is located at Parcel 3. Earthquake hazard rating for liquefaction susceptibility at the properties is moderate to high which classifies the project sites as a Site Class D or E earthquake hazard area which is also considered as a seismic hazard per VMC 20.740.130(A)(2)(b). Per VMC 20.740.130(A), seismic hazards qualify as geologic hazard areas. According to Federal Emergency Management Agency FIRM panel 53011C0481D, portions of the project sites lie within the 100-year floodplain. According to VMC 20.740.120(A), land within the 100-year floodplain is designated a frequently flooded area. The river is considered a shoreline of the state by DNR and the City, per their stream type classifications (WAC 222-16-030 and VMC Table 20.740.110-1). Shorelines of the state and their buffers are considered a fish and wildlife habitat conservation area per the SMP.

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

This is a Non-Project Action. The port's Conceptual Master Plan for the redevelopment of Terminal 1 includes residential use. The project proposes to create up to 355 residential units. Based on the maximum number of residential units and the 2010 estimate of household size in the City, the project could provide housing for approximately 781 persons. Until all tenants for the proposed buildings are determined, the exact numbers of employees cannot be determined. The City uses an estimate of 25 jobs per acre for commercial development which would result in an estimated 150 jobs with the proposed development. No people are anticipated to reside on the Parcel 3 property as a result of this proposal, however the completed project will require landscape maintenance personnel to ensure plant success. Approximately 2,300 come to work each day on Port of Vancouver properties.

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

This is a Non-Project Action. No displacement impacts are expected as a result of this proposal.

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

This is a Non-Project Action. No displacement impacts are expected as a result of this proposal, therefore no mitigation measures are proposed.

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

The Non-Project Action or the projects contained in it are expected to be compatible with existing and projected land uses. The City of Vancouver has determined that the Terminal 1 Conceptual Master Plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level.

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

None, for this Non-Project Action. The Non-Project Action or the projects contained in it are expected to be compatible with surrounding working farms or forest lands. There are no agricultural or forest lands designated as 'long-term commercial significance' within the City of Vancouver. The City of Vancouver has determined that the Terminal 1 Conceptual Master Plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level.

9. Housing

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

Refer to the proposal description in Section 11 (above) for information regarding Terminal 1 housing. The makeup of the Terminal 1 housing has not been determined. The Parcel 3 berm project will not provide any housing units.

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

This Non-Project Action nor the projects contained in it are expected to eliminate any housing units.

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

None, for this Non-Project Action as no housing impacts are anticipated. The City of Vancouver has determined that the Terminal 1 Conceptual Master plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures, as appropriate to comply with local, state and federal regulations.

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?

1. Adoption of Terminal 1 Conceptual Master Plan

At Terminal 1, the tallest structure proposed on the site (building at Block C) is anticipated to be approximately 120 to 130 feet in height above the surrounding grade. The principal materials that will be used on the exterior of the building have yet to be determined.

2. Establishment of Berm on Parcel 3

The Parcel 3 berm is anticipated to be 12 feet high above a defined elevation of +28 feet (NGVD 1929 datum). The top and sides of the berm will be planted with native trees, shrubs, and herbaceous vegetation.

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

No views will be altered or obstructed by this Non-Project Action.

1. Adoption of Terminal 1 Conceptual Master Plan

The VCCV FSEIS identified view corridors to significant buildings (such as the courthouse), to take a step back approach for areas surrounding Esther Short Park and buffer residential areas north of downtown. The project will not modify any of these views as the project is not located in or between these areas or in existing land uses that have views of these areas.

From the project site, the existing rail berm obstructs ground level views looking north toward downtown Vancouver. From downtown, the berm similarly obstructs ground level views looking south. The views of occupants of higher floors in downtown buildings could be modified by the construction of buildings on the site. These views have not been identified for protection under City plans or development standards.

2. Establishment of Berm on Parcel 3

The berm will be located perpendicular to the Columbia River and Vancouver Lake, which will reduce the profile of the berm, and its visual obstruction of scenic resources from main thoroughfares in the area. A single-family residence and agricultural outbuildings of various sizes located along the western extent of the parcel is known as the Lechtenberg residence. The project has been designed to construct phase II (the portion of the berm which would block visual access from the Lechtenberg residence from adjacent water bodies) after the current lease of the Lechtenberg property expires; therefore, visual access to adjacent water bodies (Columbia River, Vancouver Lake flushing channel) from the Lechtenberg residence will be maintained. The berm will contain extensive vegetation to enhance its aesthetic appeal and is designed to create a visual and noise buffer and transition from the Heavy Industrial zoned property south of the Vancouver Lake Flushing Channel to the park, open space and wildlife areas to the north.

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

None as part of this Non-Project Action. The City of Vancouver has determined that the Terminal 1 Conceptual Master plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. The berm will be planted with extensive native vegetation which will reduce its aesthetic impacts. Future site development will include measures, as appropriate to comply with local, state and federal regulations.

11. Light and glare

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

None for this Non-Project Action.

1. Adoption of Terminal 1 Conceptual Master Plan

The proposed project will include building lighting, street lighting, and pedestrian lighting along the planned waterfront trail and open space. Street and pedestrian lighting will be in operation generally between dusk and dawn throughout the year. The time of use of building lighting will depend on the needs of owners and tenants. As required by the Federal Aviation Administration, buildings may include lighted warning beacons for aircraft approaching Pearson Field Airport or Portland International Airport, as required.

2. Establishment of Berm on Parcel 3

The project is not anticipated to produce any light or glare.

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

Not due to this Non-Project Action.

1. Adoption of Terminal 1 Conceptual Master Plan

Some night-time views will be altered by the presence of building lighting, however, the proposed project site is currently developed with urban uses, and is in the urban core of downtown Vancouver adjacent to the Interstate-5 bridge where night-time lighting is already present. Lighting on the proposed site will be designed to ensure compliance with VMC 20.935.030.D, which prohibits off-site glare impacts from direct or reflected light sources. The project specific design standards require project lighting to be carefully selected for scale, appropriate light output, and consideration of light pollution reduction and to not create hazards for birds or other wildlife.

2. Establishment of Berm on Parcel 3

The project is not anticipated to produce any light or glare.

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

None, for this Non-Project Action or the projects included in it.

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

None, for this Non-Project Action. The City of Vancouver has determined that the Terminal 1 Conceptual Master plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Lighting on the proposed site will be designed to ensure compliance with VMC 20.935.030.D, which prohibits off-site glare impacts from direct or reflected light sources. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures, as appropriate to comply with local, state and federal regulations.

12. Recreation

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

Blurock Landing, an informal 38 acre Clark County park, is located near the berm site on the opposite side of the Flushing Channel (north). The Columbia River and Vancouver Lake provide opportunities for recreational boating and fishing and other passive and active water-related activities. City/County trails and State roadways near the identified properties are used by cyclists and pedestrians. Washington Department of Fish and Wildlife manages the Shillapoo Wildlife Area which receives a wide variety of public uses due to its close proximity to Vancouver Lake. A public boat launch is located on the south shore of Vancouver Lake. Vancouver Landing is located at Terminal 1 and consists of an over-water pier structure, amphitheater and floating dock that was constructed to allow public access to the Columbia River. The new City Waterfront Park and west extension of the Waterfront Renaissance Trail are under construction to the west of the site.

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

No, not for this Non-Project Action. The Terminal 1 project may temporarily impact use of the Terminal 1 pier structure and the adjoining dock used for small boat moorage during construction for safety reasons. However, the finished project includes increased recreational opportunities. Recreational impacts are not anticipated in connection with the Parcel 3 berm project.

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

None, for this Non-Project Action. The City of Vancouver has determined that the Terminal 1 Conceptual Master plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures, as appropriate to comply with local, state and federal regulations.

13. Historic and cultural preservation

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

The Lechtenburg Residence on Parcel 3, also known as the Blurock Farmhouse, at 5701 NW Lower River Road, is over 45 years old and has not been evaluated for its significance. However, the buildings are not within the project site and will not be impacted by construction of the berm.

Buildings at Terminal 1 are over 45 years old. The existing Terminal 1 building that housed the former Red Lion Inn at the Quay was determined to not be eligible for listing by the Washington State Department of Archaeology and Historic Preservation on February 2, 2016. Historic sites near the T1 site include the BNSF rail lines and the BNSF rail bridge. Ester Short Park, the I-5 bridge and Fort Vancouver.

- 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 archaeological predictive model for Clark County identifies the Vancouver Lake Lowlands and the Columbia River Shoreline as high probability areas for containing cultural resources due to the high density of known archaeological sites in the area. Historical and cultural preservation has been or will be evaluated on properties identified in this Non-Project Action, as required, on a project-specific basis. Please refer to Section A.8. for professional studies that have been conducted for the subject

properties. The Terminal 1 predetermination study conducted in March 2016 indicated no evidence of a pre-contact or historic-period archaeological site. An inadvertent discovery plan has been prepared for Terminal 1 to guide future development. The Parcel 3 berm project area was used in the early 1980's as a fill material deposition site for the creation of the flushing channel as part of the Vancouver Lake Restoration Project, blanketing the site with a minimum depth of two meters of fill material. With the exception of the irrigation well shaft, the project is not anticipated to disturb native soil below the fill. See Section A.9 for additional professional studies anticipated for the subject properties.

- 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.

Archeological Investigations Northwest (AINW) completed an archaeological survey of the Terminal 1 project area in March 2016. See Section A.9 for additional professional studies anticipated for the subject properties.

- 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.

None, for this Non-Project Action. The proposed projects will be conducted in accordance with the RCW 27.53.060 (Archaeological Sites and Resources) and RCW 27.44.020 (Indian Graves and Records) and all applicable Washington State Department of Archaeology and Historic Preservation (DAHP) regulations. In the event, any unknown archaeological or historic materials are encountered during project activities, work in the immediate area of the discovery will be halted and the following actions taken: 1) implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering; 2) take reasonable steps to ensure the confidentiality of the discovery site; and, 3) take reasonable steps to restrict access to the site of discovery.

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

The City of Vancouver has determined that the Terminal 1 Conceptual Master plan falls within the Vancouver City Center Vision Planned Action and that significant environmental impacts will be adequately mitigated or avoided through application of the mitigation measures or other conditions required by the planned action ordinance (M-3833), subarea plan or EIS for the planned action sub area. Terminal 1 development will be consistent with the inadvertent discovery plan prepared for the site. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Construction of the berm does not anticipate disturbance of native fill, however the irrigation well shaft may reach native soil. The berm itself may serve to preserve archaeological resources beneath it. Future site development will include measures and outreach, as appropriate to comply with local, state and federal regulations and Tribal interests.

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.

Access to the properties identified in this Non-Project Action is generally served from City and State-owned streets, primarily Mill Plain Boulevard, Columbia Street and Lower River Road (SR-501).

- 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?

Transit service to properties identified in this Non-Project Action is limited.

Terminal 1 is served by C-Tran route #39. The closest stop to Terminal 1 is located on west side of Columbia Street just north of 6th Street (Esther Short Park). A bus rapid transit line, the Vine, that links downtown Vancouver with the Fourth Plain Boulevard corridor. Service frequency is every 10 minutes during peak hours (6:30 AM to 6:30 PM). The Vine stop location closest to the Port property is located on W 7th Street near Main Street (falling within the 1/3 mile station walking distance identified by C-TRAN as supporting bus rapid transit).

Public transit does not serve the Parcel 3 Berm project site. C-TRAN's Route #6 is the transit route closest to the site. It travels on Fourth Plain Boulevard and Fruit Valley Road, with the nearest stop located approximately 3 miles southeast of the proposed project site.

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

No spaces are proposed or would be eliminated as part of this Non-Project Action. The Terminal 1 project plans to provide a minimum of approximately 809 permanent parking spaces based on the amount required by city standards and based on the full build out of the facility. Actual amounts may be greater. Approximately 238 spaces are currently available. All existing spaces will be replaced at full build out. The Parcel 3 berm project does not anticipate installing or removing any parking spaces.

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

None, for this Non-Project Action. The Terminal 1 project will include the continuation of the downtown street grid onto the site from the new Waterfront Development project located directly west of the project site. This proposed project will involve the construction of one new east-west local street (North Access Way), one new north-south street (Access Way 5), and two pedestrian-oriented access routes (Daniels Way and pedestrian alley). The project will also include the continuation of the Renaissance Trail through the Terminal 1 site to connect with its sections to the east and west. The Parcel 3 berm project will not require improvements to existing transportation facilities however, a private access road will be constructed within the project area for maintenance access purposes.

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

The identified properties are located in close proximity of rail transportation; water transportation via the Columbia River system is also near the identified properties. Pearson Airfield is location approximately 0.8 mile east of T1 property.

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

None, for this Non-Project Action. It is estimated that the Terminal 1 project will generate approximately 6,826 net new vehicular trips per day at full buildout. Peak volumes would occur during the PM peak hour, generally from 4 PM to 6 PM. The completed Parcel 3 berm project will not be a significant source of vehicular trips, as only those necessary to perform maintenance are anticipated. During construction, dump trucks will be utilized to haul fill material to the site.

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

None, for this Non-Project Action. There is no farm or forest land in the vicinity of the Terminal 1 project. The completed Parcel 3 berm project will have no effect on the movement of agricultural or forest products, as the project will not be a significant source of vehicular trips.

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

None, for this Non-Project Action. Appropriate measures have been or will be developed on a project specific basis, as required. The Terminal 1 project is consistent with the land uses and capacities that were anticipated in the VCCV subarea plan FSEIS and planned action ordinance, which provide mitigation measures to address the anticipated increased need for fire and police protection, health care, and school services required by the buildout of the proposed project and other uses in the VCCV subarea. The Parcel 3 project will not negatively impact any existing streets or roadways, therefore, no measures to reduce or control transportation impacts are proposed for the completed project.

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.

Future site development may require additional public services. Permits and approvals will be obtained as required on a project specific basis.

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

None, for this Non-Project Action.

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.

There are no proposed utilities as part of this Non-Project Action. Service needs will be or have been assessed on a project-level for these properties. It is anticipated the following utility providers will provide service for the projects discussed in this Non-Project Action: Electricity – Clark Public Utilities; Natural gas – Northwest Natural Gas; Refuse service – Waste Connection; Telephone – multiple providers are available. Several utility easements occur to the east of the Parcel 3 berm project area on Parcel 3 which include Clark Public Utilities, Williams Pipeline and British Petroleum/Olympic Pipeline, and CenturyLink. Power for the anticipated irrigation well at Parcel 3 will utilize electricity from neighboring overhead power lines and will supply the irrigation water to the project.

C. SIGNATURE

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

Signature: 

Name of signee: Kim SHAFER

Position and Agency/Organization: PROJECT MANAGER / PORT OF VANCOUVER
 Date Submitted: 8.31.17

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

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

This Non-Project Action is a Comprehensive Scheme amendment to authorize certain property surpluses and improvements and will not cause impacts or discharge to water or air, or release toxic or hazardous substances, or produce noise. Significant environmental impacts from future projects are not anticipated at this time. However, project impacts from projects on the properties identified in this Non-Project Action have been or will be the subject to the appropriate environmental analysis. Information where available has been provided in this checklist, above.

Proposed measures to avoid or reduce such increases are:

No measures are proposed for this Non-Project Action because no impacts have been identified or anticipated. Project impacts and appropriate measures for projects on the properties identified in this Non-Project Action have been or will be the subject to the appropriate environmental analysis on a project specific basis, as required. The Terminal 1 project is consistent with the land uses and capacities that were anticipated in the VCCV subarea plan FSEIS and planned action ordinance, which provide mitigation measures to address the anticipated increased need for fire and police protection, health care, and school services required by the buildout of the proposed project and other uses in the VCCV subarea. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures, as appropriate to comply with local, state and federal regulations.

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

This Non-Project Action is a Comprehensive Scheme amendment to authorize certain property surpluses and improvements and is not likely to increase these impacts. Significant environmental impacts from future projects are not anticipated at this time; however, impacts from projects on the properties identified in this Non-Project Action have been or will be subject to the appropriate environmental analysis. Information where available has been provided in this checklist, above.

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

No measures are proposed for this Non-Project Action because no impacts have been identified or anticipated. Project impacts and appropriate measures for projects on the properties identified in this Non-Project Action have been or will be the subject to the appropriate environmental analysis on a project specific basis, as required. The Terminal 1 project is consistent with the land uses and capacities that were anticipated in the VCCV subarea plan FSEIS and planned action ordinance, which provide

mitigation measures to address the anticipated increased need for fire and police protection, health care, and school services required by the buildout of the proposed project and other uses in the VCCV subarea. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures, as appropriate to comply with local, state and federal regulations.

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

This Non-Project Action is a Comprehensive Scheme amendment to authorize certain property surpluses and improvements and is not likely to deplete energy or natural resources. Significant environmental impacts from future projects are not anticipated at this time; however, project impacts from projects on the properties identified in this Non-Project Action have been or will be the subject to the appropriate environmental analysis. Information where available has been provided in this checklist, above.

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

No measures are proposed for this Non-Project Action because no impacts have been identified or anticipated. Project impacts and appropriate measures for projects on the properties identified in this Non-Project Action have been or will be the subject to the appropriate environmental analysis on a project specific basis, as required. The Terminal 1 project is consistent with the land uses and capacities that were anticipated in the VCCV subarea plan FSEIS and planned action ordinance, which provide mitigation measures to address the anticipated increased need for fire and police protection, health care, and school services required by the buildout of the proposed project and other uses in the VCCV subarea. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures, as appropriate to comply with local, state and federal regulations.

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 Non-Project Action is a Comprehensive Scheme amendment to authorize certain property acquisitions, surpluses and improvements and is not likely to affect these areas. Significant environmental impacts from future projects are not anticipated at this time; however, project impacts from projects on the properties identified in this Non-Project Action have been or will be the subject to the appropriate environmental analysis. Information where available has been provided in this checklist, above.

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

No measures are proposed for this Non-Project Action because no impacts have been identified or anticipated. Project impacts and appropriate measures for projects on the properties identified in this Non-Project Action have been or will be the subject to the appropriate environmental analysis on a project specific basis, as required. The Terminal 1 project is consistent with the land uses and capacities that were anticipated in the VCCV subarea plan FSEIS and planned action ordinance, which provide mitigation measures to address the anticipated increased need for fire and police protection, health care, and school services required by the buildout of the proposed project and other uses in the VCCV

subarea. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures, as appropriate to comply with local, state and federal regulations.

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?

The proposed surplus and improvements of land will not allow and is unlikely to encourage uses inconsistent with zoning, comprehensive, and shoreline designations of the properties. Information where available has been provided in this checklist, above.

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

No measures are proposed for this Non-Project Action because no impacts have been identified or anticipated. Project impacts and appropriate measures for projects on the properties identified in this Non-Project Action have been or will be the subject to the appropriate environmental analysis on a project specific basis, as required. The Terminal 1 project is consistent with the land uses and capacities that were anticipated in the VCCV subarea plan FSEIS and planned action ordinance, which provide mitigation measures to address the anticipated increased need for fire and police protection, health care, and school services required by the buildout of the proposed project and other uses in the VCCV subarea. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures, as appropriate to comply with local, state and federal regulations.

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

This Non-Project Action is a Comprehensive Scheme amendment to authorize certain property surpluses and improvements and is not likely to increase these demands. Significant environmental impacts from future projects are not anticipated at this time; however, project impacts from future projects on properties identified in this Non-Project Action have been or will be the subject to the appropriate environmental analysis. Information where available has been provided in this checklist, above.

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

No measures are proposed for this Non-Project Action because no impacts have been identified or anticipated. Project impacts and appropriate measures for projects on the properties identified in this Non-Project Action have been or will be the subject to the appropriate environmental analysis on a project specific basis, as required. The Terminal 1 project is consistent with the land uses and capacities that were anticipated in the VCCV subarea plan FSEIS and planned action ordinance, which provide mitigation measures to address the anticipated increased need for fire and police protection, health care, and school services required by the buildout of the proposed project and other uses in the VCCV subarea. Consistent with WAC 19-11-660, the port expects that project planning goals and local, state and/or federal requirements will mitigate project-specific impacts of the Parcel 3 berm to a non-significant level. Future site development will include measures, as appropriate to comply with local, state and federal regulations.

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

This proposal does not conflict with local, state or federal laws for the protection of the environment.

Port of Vancouver Terminal 1 Waterfront Development

SITE PLAN EXHIBIT A

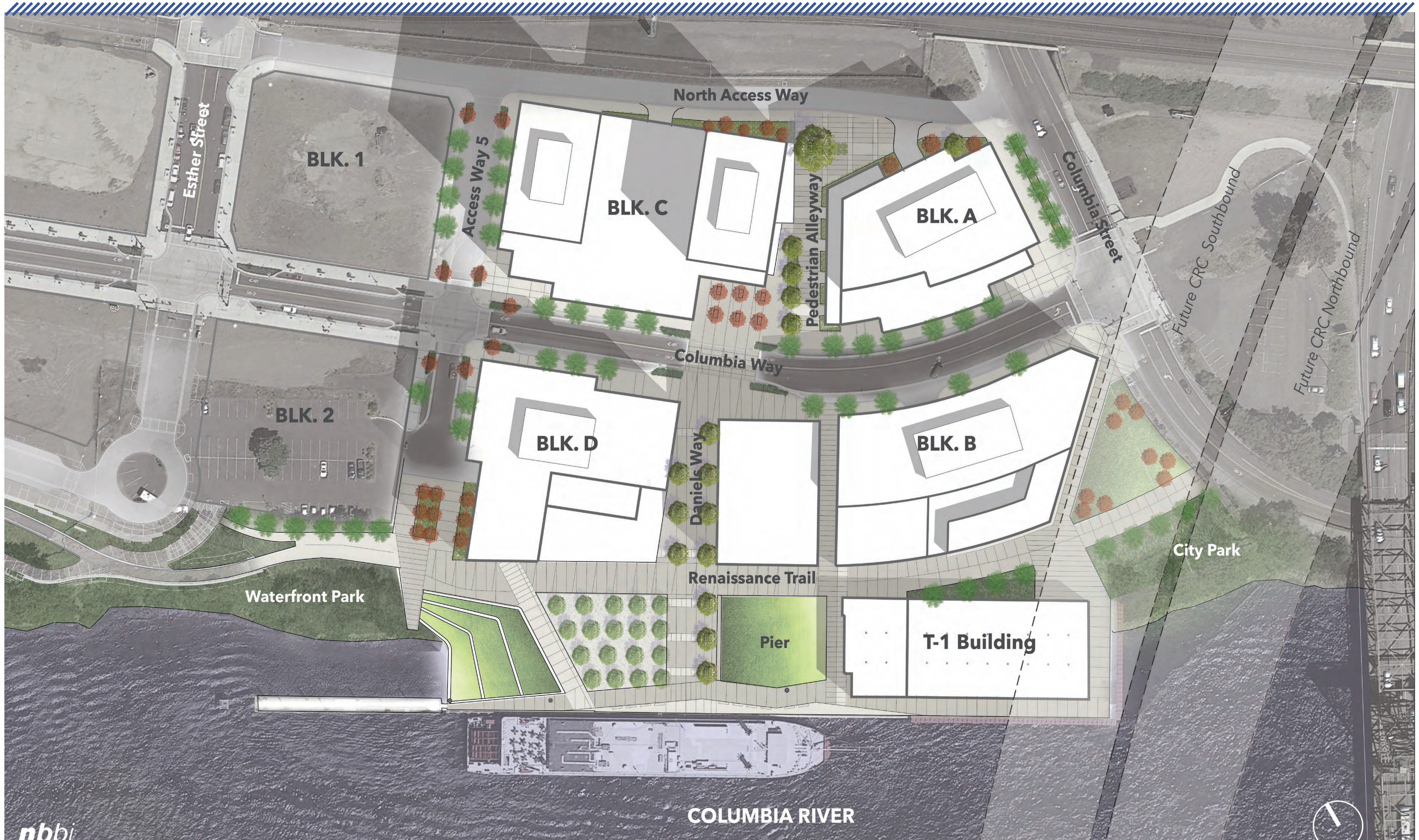
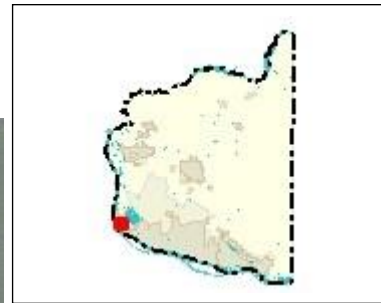
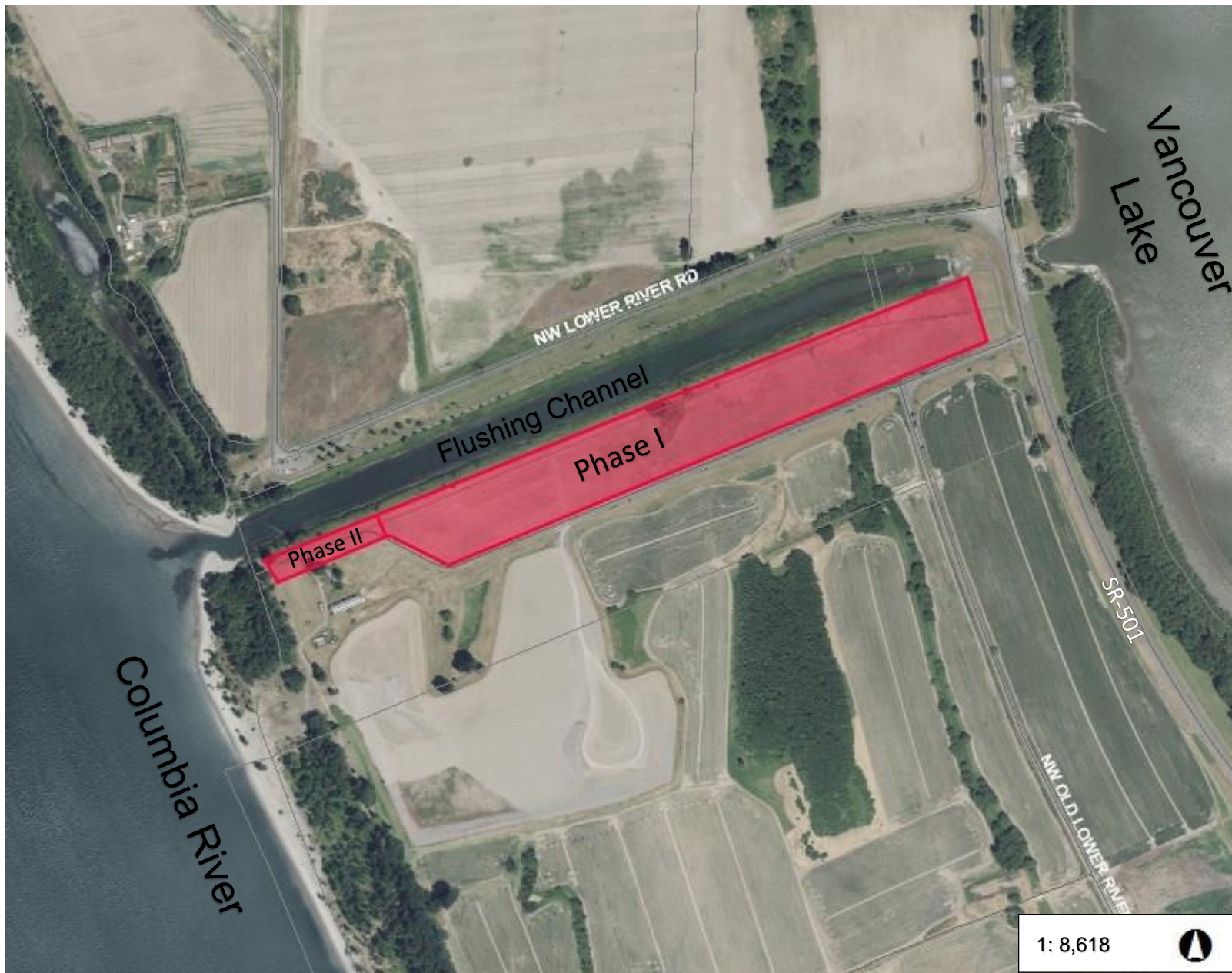




EXHIBIT B

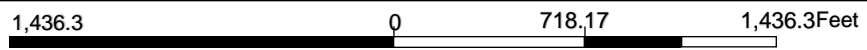
Parcel 3 Berm Project Area



- Legend**
- Buildings and Structures
 - Building Footprints
 - Taxlots
 - Roads
 - ImageOrtho**
 - Red: Red
 - Green: Green
 - Blue: Blue
 - Cities Boundaries
 - Urban Growth Boundaries

Notes:

1: 8,618



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

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