



## SEPA<sup>1</sup> Environmental Checklist

**WAC 197-11-960**

Property Owner:	Port of Vancouver, USA	Telephone:	360-693-3611
	(Print or Type Name)		
Mailing Address:	3103 NW Lower River Road, Vancouver, WA 98660		
	(No., City, State, ZIP)		
Applicant:	Josh Pope, Port of Vancouver, USA	Telephone:	360-693-3611
	(Print or Type Name)		
Mailing Address:	3103 NW Lower River Road, Vancouver, WA 98660		
	(No., City, State, ZIP)		
Relationship to Owner:	Same		
Tax Assessor Serial Number(s):	Right-of-way, 152183000, and 152184000. See Section A.12 for details		
Legal description:	Lot(s) _____ Block(s) _____ Plat name _____		
	(If a Metes and Bounds description, check here <input type="checkbox"/> , and attach narrative to this application.)		
Site Address (if any):	_____		

## Purpose of checklist

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

## Instructions for applicants

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

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

<sup>1</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance>

## Instructions for lead agencies

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

## Use of checklist for nonproject proposals

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

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### A. Background

[Find help answering background questions<sup>2</sup>](#)

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

Renaissance Recreational Trail Segments 4 and 5

**2. Name of applicant:**

Port of Vancouver USA

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

3103 NW Lower River Road  
Vancouver, Washington 98660  
(360) 693-3611  
Contact Person: Josh Pope

**4. Date checklist prepared:**

July 11, 2024

**5. Agency requesting checklist:**

Port of Vancouver USA

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

Design and permitting is anticipated to be completed by the fall of 2024. Construction of both trail segments is planned to begin in the spring of 2025. Construction is anticipated to last approximately six months.

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<sup>2</sup> <https://ccology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background>

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

The proposed project involves constructing segments 4 and 5 of the Renaissance Recreational Trail system. Renaissance Trail Segment 3, the most recently completed segment, begins at the Port administration building and extends westward until it ends at NW Gateway Avenue. The construction of segments 4 and 5 is part of a larger project that aims to extend this shared-use trail all the way to Vancouver Lake Regional Park. Plans for potential future segments are currently conceptual only and will depend on future planning and funding opportunities. Any future extensions will undergo a separate environmental review and permitting process.

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

The project will complete a variety of environmental assessments to facilitate both project design and permitting on local, state, and federal levels. This information will include:

- Wetland delineation (PBS 2024)
- Geotechnical exploration and report
- Kickoff meeting with Washington State Department of Transportation (WSDOT) Local Programs (3/4/2024).
- National Environmental Policy Act (NEPA) Categorical Exclusion Documentation Form that will include the following discipline reports:
  - Hazardous materials memorandum
  - Environmental justice memorandum
  - Mitigation bank use plan
  - Sole Source Aquifer review checklist
  - Cultural Resources Report complying with Section 106 of the National Historic Preservation Act
  - Endangered Species Act no effect letter
- Stormwater Pollution Prevention Plan
- Critical Areas Report
- Tree Plan

**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.**

To the best of our knowledge, there are no other applications currently pending for government approval that would affect the proposed project. The project is located almost entirely within the WSDOT right-of-way and no pending projects within this right-of-way were mentioned during the NEPA kick-off meeting conducted with WSDOT local programs staff. To align with the existing trail east of NW Gateway Avenue, a small portion of the new trail will be located on two parcels owned

by the Port (Account Nos. 152183000 and 152184000). There are no pending government approvals of other proposals affecting these parcels.

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

The following approvals or permits will be required prior to the start of construction.

**Federal**

- NEPA Categorical Exclusion approval (National Environmental Policy Act/42 USC 4321) (Federal Highway Administration)
- Section 7 Endangered Species Act compliance (National Marine Fisheries Service/US Fish and Wildlife Service)
- Section 106 (cultural resources) compliance (Federal Highway Administration)

**State**

- National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit (CSWGP) (Washington State Department of Ecology)
- Design Approval and Project Development Approval (Washington State Department of Transportation)
- Right-of-Way Plan Approval (Washington State Department of Transportation)

**Local**

- Critical Areas Permit (City of Vancouver, VMC Chapter 20.740)
- Archaeological Predetermination Review (City of Vancouver, VMC Chapter 20.710)
- Level II Tree Plan and Tree Permit (City of Vancouver, VMC Chapter 20.770)
- Building Permit (City of Vancouver, VMC Title 17)
- Grading Permit (City of Vancouver, VMC Title 14)

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

The following project description is based on preliminary plans. Project refinements may be subject to future State Environmental Policy Act (SEPA) review if they extend beyond the footprint or result in environmental effects that are substantially different from or exceed those identified in this checklist.

The proposed project will involve the construction of an approximately 3,500-foot-long (0.66 miles) by approximately 12-foot-wide asphalt multi-use recreational trail along the southern side of SR 501/NW Lower River Road (Figures 1 and 2).

The trail will be constructed on the slopes of the embankment for NW Lower River Road, which is identified as a levee on Federal Emergency Management Agency (FEMA) maps (Figure 3).

Construction of the trail will require importation of fill material to establish appropriate grades. Where possible, the trail will be constructed on unreinforced, engineered fill. The unreinforced fill slopes will extend south at a maximum grade of 3H:1V. Where the fill slopes would otherwise impact a wetland or extend beyond the right-of-way, the slopes will be steepened by using soil reinforcement techniques, thereby eliminating impacts to wetlands and areas outside the right-of-way (Figure 2). Fill will be stabilized through two methods. The first method will consist of geosynthetic reinforced soil slopes, which consists of closely spaced layers of geosynthetic reinforcement and compacted granular fill material. This soil reinforcement technique allows for slopes steeper than 3H:1V. The second method is the use of mechanically stabilized earth (MSE) retaining walls, which allow for a near-vertical face. Approximately 411 feet of retaining walls and 1,573 feet of reinforced soil slopes will be constructed to allow structural fill to be placed to avoid impacting wetlands. Some work will, however, occur within wetland buffers.

The trail will include a small overlook in segment 5 approximately 700 feet from the northern terminus of the trail. At the northern terminus, there will be a shade structure, trail turnaround, and seating. Seating will also be present at the overlook. A guard rail is proposed between the trail and NW Lower River Road to ensure pedestrian safety.

Stormwater runoff from the trail and portions of NW Lower River Road will be collected using French drains and catch basins. Stormwater will be conveyed to several flow spreader trenches that will discharge stormwater to areas south of the trail.

Unreinforced fill slopes south of the trail will be planted with native herbaceous, shrub, and tree species where appropriate. Because these areas are almost entirely within wetland buffer, the addition of native woody species will help to restore functions lost by the removal of existing woody species during construction. The strip of ground between the highway and trail will be seeded with a mixture of herbaceous pollinator species and planted with non-native street trees.

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

The project is located within Sections 17, 18, and 20 of Township 02N, Range 01E of the Willamette Meridian. The project is in Vancouver, Washington, along the southern edge of NW Lower River Road (SR 501). Segment 4 of the project starts at the southwestern corner of the NW Gateway Avenue and NW Lower River Road intersection and extends approximately 850 feet to the southeastern corner of the NW Old Lower River Road and NW Lower River Road intersection (Figure 2). Segment 5 of the trail starts at the southwestern corner of this intersection and follows along NW Lower River Road for approximately 2,600 feet before terminating at northern intersection of NW Old Lower River Road and NW Lower River Road (Figure 2). The project is located almost entirely within WSDOT right-of-way. To align with the existing trail east of NW Gateway Avenue, a small portion of the new trail will be located on two parcels owned by the Port (Account Nos. 152183000 and 152184000).

## B.Environmental Elements

### 1. Earth

[Find help answering earth questions<sup>3</sup>](#)

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

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

The proposed trail will be constructed along NW Lower River Road, which is generally flat. Most of the trail, however, will be constructed on the steep sides of the road embankment. The slope of the embankment varies along the length of the project ranging from 20% to 60% with an average of about 45%. The areas surrounding the project are generally flat.

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

The steepest slopes within the project area are approximately 60%. These slopes were engineered as part of the NW Lower River Road embankment and do not classify as a landslide hazard area per VMC Section 20.740.130.

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

The Natural Resources Conservation Service (NRCS) soil maps indicate Sauvie silt loam 0 to 3% slopes, Sauvie silt loam 3 to 8% slopes, and Sauvie silty clay loam 0 to 8% slopes within the project area. There is no agricultural land or prime agricultural land of long-term commercial significance. While these are the soils mapped for the project area, NW Lower River Road is located on top of a constructed levee. The specific soil profile within the levee is currently unknown.

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

No indications of unstable soils were observed within the project area. The Clark County GIS database indicates the project area is located within an area of moderate to high liquefaction susceptibility. A geohazard evaluation performed by GRI in 2024 found that liquefaction-induced settlement of 6 to 12 inches could occur due to ground shaking. They concluded that the potential for lateral spreading was low and there was no landslide hazard. GRI also concluded that proposed improvements would not directly impact the potential for seismic shaking or liquefaction. Proposed improvements will be designed to satisfy the intent of the requirements outlined in VMC Section 20.740.130.B(1)-(7) and VMC Section 20.740.130.C(1)-(2) related to liquefaction and ground shaking amplification.

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<sup>3</sup> <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth>

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

The project will involve clearing and grubbing, excavation, fill, and paving activities. Each of these activities is summarized below.

**Clearing and grubbing:** Existing vegetation and topsoil within the project alignment will be cleared and hauled off site for disposal. Disposal will occur within an approved upland location. A disposal site has not yet been identified.

**Excavation:** There will be a small amount of excavation (approximately 50 cubic yards) required to achieve appropriate grades for the trail alignment. In addition to this small amount of excavation, the construction of required retaining walls will necessitate additional excavation. The current excavation volume estimates for the retaining walls equals approximately 11,000 cubic yards.

**Fill:** Fill will be required to construct the portions of the trail located on the slopes adjacent to the road. Fill quantities necessary to construct the trail have been estimated at approximately 13,000 cubic yards. The source of fill material has not been identified at this time. All fill material will follow the Port of Vancouver's fill acceptance protocol to avoid bringing contaminated soils on site, as well as meet WSDOT specifications for engineered slopes or walls where required. If material excavated for construction of the trail meets these requirements, it will be reused as structural fill, otherwise the material could be reused as non-structural fill.

**Paving:** Paving of the trail will be completed after all grades have been established. The total surface area of paving is currently estimated at approximately 45,579 square feet.

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

Yes, there is a potential for erosion to occur during construction. Construction would involve ground-disturbing activities, including clearing and grubbing, excavating, filling, grading, and constructing reinforced slopes and retaining walls. These activities would affect approximately 3.75 acres. Stormwater runoff from the work area could discharge sediment to adjacent wetlands. The nearest waterbodies, the Columbia River and Vancouver Lake, are both located more than 0.5 miles from the project area, with direct no surface connection.

Potential impacts from increased erosion will be minimized through compliance with best management practices (BMPs) required as part of the construction stormwater general permit and City of Vancouver (City) grading permit issued consistent with VMC Chapters 14.24 and 14.25.

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

Approximately 38% of the project area will be impervious pavement or gravel. The remaining portions of the project area will be the engineered fill slopes and planted areas between the highway and the trail.

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

A Temporary Erosion and Sediment Control (TESC) Plan will be developed to minimize erosion and control sediment during construction of the project. The TESC Plan will be submitted to the City for review and approval as part of the City development review process. The TESC Plan will specify BMPs that will be employed during construction to manage potential soil erosion consistent with a Stormwater Pollution Prevention Plan prepared for the NPDES Construction Stormwater General Permit and Washington Administrative Code (WAC) (WAC 173-226), as well as to comply with the erosion prevention and sediment control plan requirements of VMC 14.24.070.

These BMPs may include marked clearing limits, silt fencing, stabilization of exposed soils, protection of existing and proposed stormwater inlets, and periodic watering during dry weather to control dust.

**2. Air**

[Find help answering air questions<sup>4</sup>](#)

**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.**

As the proposed project is a multimodal trail for nonmotorized vehicles, the only emissions that will be generated by the project will be during construction and maintenance. Most of the construction equipment and trucks for hauling materials run on diesel fuels. Operation of this equipment will create short-term increases in diesel particulates. Other small equipment such as generators or vegetation management tools operate on gasoline. There will be a short-term increase in emissions from the operation of these tools. Equipment used for maintenance activities will also generate emissions. This equipment primarily includes vehicles for transporting staff and equipment for managing vegetation and will be similar to equipment used at adjacent properties. The quantity of emissions for construction and maintenance activities has not been calculated.

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

There are no known off-site emissions or odors that will affect the proposed trail.

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

Emissions during construction will be limited by implementing BMPs for dust suppression (e.g., applying water, covering stockpiles) and requiring that all construction vehicles and equipment employ legally required emission controls. To the extent possible, construction, and staging areas will be designed to reduce equipment wait times and engine idling. These measures will reduce fuel consumption and emissions.

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<sup>4</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air>



### 3. Water

Find help answering water questions<sup>5</sup>

**a. Surface:**

Find help answering surface water questions<sup>6</sup>

- 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.**

There are three separate wetlands located adjacent to the project corridor. These wetlands were formally delineated by PBS Engineering and Environmental LLC (PBS) in 2024. These wetlands are summarized in the wetland delineation report as:

- Wetland A – Category III wetland, habitat score of 4, 60-foot base buffer
- Wetland B – Category III wetland, habitat score of 5, 60-foot base buffer
- Wetland C – Category III wetland, habitat score of 6, 110-foot base buffer

Wetlands and habitat scores were calculated using the Washington State Department of Ecology (Ecology) Wetland Rating system for Western Washington. These wetlands and the buffers that extend from them are subject to regulation by the City. Portions of Wetland C outside WSDOT ROW are regulated as a wetland mitigation site as per US Army Corps of Engineers permit number 96-1850.

While portions of the above-detailed wetlands contain areas of seasonal open water, there are no permanent open waters, drainages, or streams within the immediate vicinity of the project area south of NW Lower River Road. The closest waterbodies, the Columbia River and Vancouver Lake, are more than 0.50 miles from the project corridor. North of NW Lower River Road there is an extensive area of wetlands and seasonal ponds associated with Vancouver Lake. Other wetlands exist northwest of the project area, north of NW Old Lower River Road.

- 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.**

Yes. Most of the proposed trail project will be constructed within 200 feet of the adjacent wetlands. While the proposed project will not directly impact wetlands, it will affect wetland buffers (Figure 2). The project will not impact any streams, rivers, ponds, or lakes.

<sup>5</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water>

<sup>6</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water>

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

No fill or dredge material will be placed or removed from waters or wetlands. All impacts to the adjacent wetlands will be avoided through the construction of geosynthetic reinforced soil slopes or retaining walls.

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

The project will not involve any surface water withdrawals or diversions.

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

A portion of the project area is mapped within the 100-year floodplain. However, the FEMA Flood Insurance Rate Map (FIRM) shows the project area surrounded by levees, so flooding of the trail is not anticipated to be a concern (Figure 3).

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.

The project will not involve any discharges of waste material to surface waters.

**b. Ground Water:**

[Find help answering ground water questions<sup>7</sup>](#)

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

No, the project is limited to construction of a recreational trail, which will not require groundwater withdrawals.

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

The project will not generate waste material or include any systems to handle waste material.

**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.

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<sup>7</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater>

The project will create approximately 62,600 square feet of new impervious paved trail surface and gravel shoulders. Stormwater from this non-pollution generating trail surface and portions of NW Lower River Road will be collected using French drains and conveyed to areas south of the trail. No flow control or runoff treatment is proposed in accordance with the WSDOT Highway Runoff Manual (HRM).

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

There are no vectors for waste material entering ground or surface waters as a result of the project.

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

Stormwater generated by NW Lower River Road currently flows overland, down the slopes of the levee, and eventually flows into the series of uplands and wetlands at the base of the levee. The only alteration to drainage patterns is the addition of stormwater collection, conveyance, and discharge, described in question 3.c.1. above, which will collect this stormwater and convey it to the toe of the slope for discharge. While the way the stormwater will be handled will change, the overall pattern of stormwater flows will not change.

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

Standard erosion control BMPs will be employed to reduce or eliminate any impacts to surface, ground, and runoff water, and drainage patterns. All applicable regulations will be followed in accordance with the NPDES Construction Stormwater General Permit.

## 4. Plants

[Find help answering plants questions](#)

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

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

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

Clearing and grubbing activities will take place on approximately 3.75 acres of land within the project area. Vegetation that will be removed within the clearing and grubbing zones includes common pasture grasses, invasive shrubs such as Himalayan blackberry, and a variety of young-to medium-aged red alder and cottonwood trees. A formal tree count for removal has not yet been calculated.

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

Prior SEPA reviews at the Port have noted the presence of Western ladies' tresses (*Spiranthes porrifolia*), a plant species listed as state sensitive, at Parcel 3; however, the population is located outside the study area and would not be affected by the project. No instances of this plant were observed during the wetland delineation fieldwork or during other surveys of the site by PBS biologists.

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

Surfaces within the project area not covered with gravel or asphalt will be seeded with native herbaceous pollinator species. In addition, those portions of the project area south of the trail will be planted with native shrubs and trees. Because these areas are almost entirely within wetland buffer, the addition of native woody species will help to restore functions lost by the removal of existing woody species during construction. Street trees planted in the vegetated strip between the trail and road may be non-native tree species. The proposed project will comply with VMC Chapter 20.770 (Tree Conservation). Any trees planted to comply with VMC Chapter 20.770 will either occur on site or at an off-site location as approved by the City.

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

Himalayan blackberry (*Rubus armeniacus*), Canada thistle (*Cirsium arvense*), and reed canarygrass (*Phalaris arundinacea*).

## 5. Animals

### Find help answering animal questions<sup>8</sup>

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

Examples include:

- **Birds:** hawk, heron, eagle, songbirds, other:
- **Mammals:** deer, bear, elk, beaver, other:
- **Fish:** bass, salmon, trout, herring, shellfish, other:

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<sup>8</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

The following wildlife is known to occur on or adjacent to the Port of Vancouver and is likely to utilize the project area or immediate vicinity:

- Birds: hawk (*Buteo* spp. and *Accipiter* spp.), turkey vulture (*Cathartes aura*), northern harrier (*Circus cyaneus*), great blue heron (*Ardea herodias*), bald eagle (*Haliaeetus leucocephalus*), songbirds (suborder Passeri), sandhill crane (*Grus canadensis*), osprey (*Pandion haliaetus*), American kestrel (*Falco sparverius*), streaked horned lark (*Eremophila alpestris strigata*), and various waterfowl species.
- Mammals: deer (*Odocoileus* spp.), opossum (*Didelphis virginianus*), raccoon (*Procyon lotor*), coyote (*Canis latrans*), and various common rodents.

There is no habitat for fish species within the project area or immediate vicinity.

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

The US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) website identifies the following listed species as potentially occurring in the project vicinity: Columbian white-tailed deer (*Odocoileus virginianus leucurus*), streaked horned lark (*Eremophila alpestris strigata*), yellow-billed cuckoo (*Coccyzus americanus*), northwestern pond turtle (*Actinemys marmorata*), and bull trout (*Salvelinus confluentus*). There is no critical habitat for these species located in project area or in the vicinity of the project area.

Columbian white-tailed deer were relocated by the U.S. Fish and Wildlife Service to the Ridgefield National Wildlife Refuge north of Parcel 3 in 2014 and 2015. The natural areas south of the project area could provide habitat for this deer species. However, Columbian white-tailed deer have not been observed in the area.

The northwestern pond turtle, formerly known as the western pond turtle, is proposed as threatened under the federal Endangered Species Act (ESA) and is considered endangered by the state of Washington. Although northwestern pond turtles have not been documented as occurring in the vicinity of the Port, they have been recorded in Clark County and have the potential to occur at the Port, particularly in emergent wetland habitats near Vancouver Lake. The emergent wetlands south of the project may also provide suitable habitat. Given the lack of any sightings of turtles near the project area and no impacts proposed to nearby wetlands, the project is not anticipated to adversely impact this species.

The Columbia River located approximately 0.5 miles south of the project area supports federally listed salmon, steelhead, bull trout, green sturgeon, and Pacific eulachon. However, no work will occur within the river or waters connected to the river. In addition, no stormwater runoff from the project area will reach the river or waterbodies where listed fish species are present. Therefore, the project will have no effect on ESA-listed salmon, steelhead, bull trout or other listed fish species.

The yellow-billed cuckoo was listed as threatened under the federal Endangered Species Act and is considered endangered by the state of Washington. Yellow-billed cuckoos require relatively large (>50 acres) contiguous patches of multilayered riparian habitat for nesting. Forested sites

less than 37 acres are considered unsuitable habitat. Trees within the project area and contiguous areas are patchily distributed with the largest patches less than 10 acres in size. Suitable habitat may be present north of NW Lower River Road, where larger blocks of trees are present. Given the patchy distribution of trees within the project area and contiguous areas, as well as the lack of any recent sightings in Clark County, the project is not expected to have any effect on yellow-billed cuckoo.

Streaked horned lark is a threatened species that has been observed at the Port's Parcel 3 dredge disposal site approximately one mile north of the project area. Streaked horned larks prefer large open areas with bare ground or low vegetation, including sandy beaches, dredge spoil islands, fields, prairies, and airports. The project area and adjacent areas lack characteristics preferred by the streaked horned lark, so the project is not expected to have any effect on the streaked horned lark.

There is no critical habitat designated within the project area or immediate surrounding areas for listed species mentioned above.

Sandhill cranes are state listed as endangered but are not federally listed under the ESA. Sandhill cranes are known to occur in the vicinity of the Port in the Vancouver Lake Lowlands.

Washington Department of Fish and Wildlife (WDFW) has mapped migratory occurrence locations of sandhill cranes on agricultural land west of the site at the Port's Parcels 3, 4, and 5. Fall migration of cranes in the Vancouver Lowlands typically occurs in late September and early to mid-October. Spring migration through the Lowlands generally occurs from mid-March to mid-April. The Lowlands are used as stopover habitat during migration and for foraging by overwintering birds. Cranes are known to rest and feed on Parcel 3 but more commonly use Parcels 4 and 5. Parcels 4 and 5 were transferred from the Port to the Columbia Land Trust in March 2016 with a conservation easement held by Columbia River Alliance for Nurturing the Environment for the purpose of protecting and managing the property to provide wintering food for migrating and staging flock of sandhill cranes, as well as other geese, ducks, raptors, and mammalian species. A berm has been constructed on Parcel 3 to provide a buffer for sandhill crane habitat. Because construction will not occur in areas of suitable habitat for overwintering cranes and away from where cranes are typically observed, the project is not expected to adversely affect the sandhill crane.

Nesting activity by bald eagles (*Haliaeetus leucocephalus*) has been identified on Parcel 3, which lies just north of the project area. Protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act, the bald eagle's nesting season generally occurs from January to August. The US Fish and Wildlife Service's National Bald Eagle Management Guidelines recommend that potentially disturbing activities occur outside a 660-foot protective buffer around an active nest during this period. The locations of bald eagle nests on Parcel 3 vary annually. Large trees, however, on Parcel 3 are limited near the project area, so it is not anticipated that any nesting would occur within 660 feet of the project. Therefore, the project is not anticipated to adversely affect the bald eagle.

Ospreys (*Pandion haliaetus*) are not listed by the state or federal government but like bald eagles are protected by the Migratory Bird Treaty Act (MBTA). Ospreys are common in the area, nesting

in riparian areas along the Columbia River and Vancouver Lake and foraging in waterbodies near the project area. There are no known osprey nests within the project area or vicinity; therefore, no adverse effects to ospreys are anticipated.

To prevent harming birds nesting in woody vegetation proposed for removal, clearing will occur outside the nesting season or surveys will be performed prior to clearing to ensure there are no active bird nests present. In addition, clearing limits will be marked in the field to preserve vegetation outside the project area.

The operation of the trail is not expected to have adverse effects on wildlife. NW Lower River Road is already used by cyclists, so the trail will not alter the use of the area in a meaningful way. There will be no new sources of glare or nighttime light. Noise produced by use of the trail will be minimal, given that the trail is intended for pedestrians and nonmotorized vehicles.

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

The general Port area is within the Pacific Flyway, a broad migratory corridor that extends from Alaska to Central America and is used by waterfowl, eagles, hawks, falcons, songbirds, sandhill cranes, and shorebirds (see WDFW's Management Recommendations for Washington's Priority Species Volume IV: Birds [<https://wdfw.wa.gov/sites/default/files/publications/00026/wdfw00026.pdf>]).

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

The proposed project will be completed in accordance with VMC 20.740 (Critical Areas Protection). The purpose of this ordinance is to protect critical areas and habitats that are important for a variety of different wildlife species. Permanent impacts to wetland buffers will be mitigated by purchasing credits from an established mitigation bank. Wetland buffers temporarily impacted by construction will be restored by revegetating with native herbaceous and woody species. Where appropriate, portions of the project area may be revegetated using seed mixes known to promote pollinator habitats.

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

American bullfrog (*Rana catesbeiana*) and nutria (*Myocastor coypus*) are both invasive species found in wetlands in the vicinity of the project area and throughout western Washington.

## 6. Energy and natural resources

[Find help answering energy and natural resource questions<sup>9</sup>](#)

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

The project will not have any energy needs as it is limited to passive recreational infrastructure.

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<sup>9</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou>



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

The only portion of the project that will generate shade are the structures, such as seating and shade structures at the northern end of the project. The tallest of these structures is the shade trellis, which is planned to be approximately 11 feet tall. The shade created by the shade trellis and seating will not affect adjacent properties. Portions of the retaining walls (including guardrails) and geosynthetic reinforced soil slopes will be approximately 16 feet above the adjacent lower grade. However, these structures will not extend above the surface of the trail or roadway, so they will not create shade affecting 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.**

The project will not consume energy during its operation, so energy conservation features have not been implemented. The project does provide for safe and aesthetically pleasing alternative modes of nonmotorized transportation. This does provide for a possible reduction in vehicle trips, but no calculations have been performed.

## 7. Environmental health

[Health Find help with answering environmental health questions](#)<sup>10</sup>

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

The project is limited to the construction of a multimodal trail and will not result in increased exposure to toxic chemicals, hazardous waste, or risk of fire or explosion.

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

Ecology's "What's in my Neighborhood" website erroneously identifies the BPA-Alcoa Substation, which is awaiting cleanup, on NW Lower River Road within the project limits. This cleanup site is actually located approximately 300 feet southwest of the road and no contamination resulting from the substation is known to occur within the project area. The website does not indicate any other sites of known contamination within the project corridor.

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

The Clark County GIS database indicates that a branch line of the Olympic Pipeline, which transports refined gasoline and diesel, is located along the northern edge of NW Lower River Road. This project and all excavation will occur on the southern side of NW Lower River Road.

<sup>10</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health>



All utilities will be located prior to the initiation of earthwork on the site to limit the potential of damage to the pipeline or other utilities.

- 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.**

The project will not include the production, use, or storage of any hazardous chemicals. Construction of the project will involve diesel- and gasoline-powered machinery. A spill prevention plan will be prepared and implemented during construction to contain and manage any accidental gas or diesel spills.

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

The project will not require any special emergency services.

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

Proposed measures to reduce or control environmental health hazards include development and adherence to a Spill Prevention, Control, and Countermeasure (SPCC) Plan and adherence to the NPDES construction stormwater general permit.

**b. Noise**

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

The project area is affected by noise from car, truck, and tractor-trailer traffic on NW Lower River Road and rail operations at the Port.

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

Noise generated by the proposed project would be limited to construction. Construction will be completed consistent with applicable state and local regulations (WAC 173-60, VMC 20.935.030). Construction will only occur during normal working hours. The project does not include any loud activities such as blasting or driving piles.

Noise from recreational use of the trail would be limited. Noise from maintenance operations would be primarily associated with vehicles used to transport staff and equipment used to maintain vegetation along the trail. Overall, the trail is not expected to result in any increased noise levels on a long-term basis.

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

No measures to reduce or control noise are proposed given that any increase in noise from the trail will be insignificant.

## 8. Land and Shoreline Use

[Find help answering land and shoreline use questions](#)<sup>11</sup>

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

The project area is currently vacant land and right-of-way for NW Lower River Road (SR 501). Once completed, the proposed project is not anticipated to have any effect on land uses on 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 because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

No portion of the project area is working farmlands or working forest lands.

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 project will have no effect on surrounding farms, forestlands, or agricultural uses, nor will it be affected by them.

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

There are no structures within the project area. The Port of Vancouver USA sign located near the northern terminus of the trail is just outside the project area.

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

No structures will be demolished.

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

Most of the project is within state highway (SR 501) right-of-way and therefore has no zoning. Zoning of the two parcels crossed by the trail at the east end of the project is Heavy Industrial (IH). Zoning of adjacent properties to the south is also Heavy Industrial (IH), and zoning for properties north of the road include Agricultural/Wildlife (AG/WL) and Greenway/Open Space (GW).

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

Industrial.

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

There are no areas within the project area covered under the shoreline master program (SMP).

<sup>11</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use>

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

Portions of the project area contain wetland buffers that extend from off-site wetlands. Wetland buffers are subject to regulation under the City's Critical Areas Ordinance (VMC 20.740.140). Most of the project area is mapped within the 100-year floodplain and subject to regulation under VMC 20.740.120 Frequently Flooded Areas. The entire project area and vicinity is mapped as having moderate to high liquefaction potential. Areas with liquefaction potential are considered seismic hazard areas and subject to regulation under VMC 20.740.130 Geologic Hazard Areas. The entire City, because of its location above the Troutdale Aquifer, is designated as a critical aquifer recharge area (CARA) as defined in VMC 14.26.115. However, the project area is not within 1,900 feet of a municipal water well supply and is therefore not subject to the special protection area provisions of VMC 14.26 Water Resources Protection.

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

The project is limited to construction of a public trail. No people will reside or work in the completed project.

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

The project will not displace any people.

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

The project does not have any displacement impacts.

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

The project will construct a segment of the Renaissance Recreational Trail, the concept of which was finalized in 2020 by Clark County. The project is not anticipated to have any impact on land use or plans within the project vicinity; therefore, no mitigation measures are proposed.

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

There are no anticipated impacts to agricultural and forest lands of long-term commercial significance; therefore, no mitigation measures are proposed.

## 9. Housing

[Find help answering housing questions](#)<sup>12</sup>

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

No housing units will result from the project.

<sup>12</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing>

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

No housing units will be eliminated by the project.

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

The project will not have any impacts to housing.

## 10. Aesthetics

[Find help answering aesthetics questions<sup>13</sup>](#)

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

Portions of the retaining walls (including guardrails) and geosynthetic reinforced soil slopes will be approximately 16 feet above the adjacent lower grade but will not extend above the surface of the trail. Retaining walls will be faced with concrete masonry. Geosynthetic reinforced soil slopes will be vegetated. While the retaining walls and slopes will only be partially visible from select points along the trail, they will be most visible from properties located southwest of the trail. The shade structure at the terminus plaza will extend approximately 11 feet above the trail. The shade structure will be constructed from steel.

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

The proposed soil structures will not extend above the surface of the trail, and therefore, will have no impact on views. The shade structure will extend above the trail but will be below the height of nearby trees. In addition, there are no homes, businesses, or gathering points located nearby south or southwest of the shade structure, so no views will be impacted.

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

The trail project will include formally landscaped areas to create an aesthetically pleasing environment for users. As the project area currently exists as a roadside area, the project will serve to improve aesthetics in the immediate area. Where possible, vegetated geosynthetic reinforced soil slopes will be used instead of concrete-faced retaining walls.

## 11. Light and Glare

[Find help answering light and glare questions<sup>14</sup>](#)

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

The project will not generate light or glare.

<sup>13</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics>

<sup>14</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare>

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

The project will not generate light or glare.

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

No existing off-site sources of light or glare will affect the proposal.

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

No mitigation measures are proposed as no light and glare will be generated by the project.

## 12. Recreation

[Find help answering recreation questions](#)

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

- Boating, bird watching, hiking, swimming, and other passive recreation opportunities at the Vancouver Lake Regional Park
- Bicycling, walking, and jogging on NW Lower River Road (SR 501) and completed sections of the Renaissance Recreational Trail.
- Boating, fishing, and other water recreation activities on the Columbia River
- Picnic opportunities and beach activities at Frenchman's Bar Regional Park
- Wildlife observation and hiking at the Shillapoo Wildlife Area

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

The proposed project will increase recreational uses by adding additional sections to the existing multi-use trail system. The completed trail project will not displace any existing recreational uses.

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

The project will have no negative impacts on recreation. The project will provide a means to enjoy walking, hiking, bicycling, and other alternative modes of transportation. When complete, the Renaissance Recreational Trail will provide recreational opportunities by linking multiple recreational areas in west Vancouver.

### 13. Historic and Cultural Preservation

[Find help answering historic and cultural preservation questions](#)<sup>15</sup>

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

There are no buildings or structures eligible for listing in national, state, or local preservation registers within the project corridor.

- 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 boundaries of the Port lay within the Vancouver Lake Archaeological District. The archaeological predictive model for Clark County identifies the Vancouver Lake Lowlands and the Columbia River Shoreline, including the Port property, as high-probability areas for containing cultural resources due to the high density of known archaeological sites in the area.

While the entire project corridor is located within previously disturbed areas, it is anticipated that geotech borings and the footings necessary for the retaining walls will disturb native soils. An archaeological monitor will be present while any native soil disturbing activities are occurring. Most of this disturbance comes in the form of the large amounts of fill that were placed to build the levee system as well as impacts associated with the construction of NW Lower River Road.

The Port has retained the services of Stell Environmental to perform an archaeological investigation and prepare a cultural resources report that will comply with state as well as federal guidelines for archeological investigations and protections.

An inadvertent discovery plan will be prepared and implemented during construction. In addition, monitoring during construction may be required by the Washington State Department of Archaeology & Historic Preservation (DAHP). If so, a monitoring plan will be prepared and implemented.

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

The Project will also require consultation with each of the following Tribes: The Confederated Tribes of the Umatilla Indian Reservation (CTUIR), The Nez Perce Tribe, The Cowlitz Indian Tribe, The Confederated Tribes of Grand Ronde Community of Oregon, The Confederated Tribes of Warm Springs, and The Confederated Tribes and Bands of the Yakama Nation.

A cultural resources assessment will be conducted, which will include background research, subsurface testing, and cultural resource monitoring. Background research encompasses a thorough literature review by consulting the Department of Archaeology & Historic Preservation

<sup>15</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p>

(DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD), and will include a literature review on the archaeology, ethnography, and history of the project area and a systematic field reconnaissance.

The area of potential effect (APE) for the cultural resources assessment is within the Shoto Villages, Vancouver Lakes archaeological district. Within the district and 1-mile of the APE, 29 archaeological sites, 31 cultural surveys, and 15 historic properties are listed. Additionally, the APE encompasses two previously recorded properties, which are listed on the National Register of Historic Places (NRHP). A NRHP-eligible Bonneville Power Administration (BPA) line crosses over the APE connecting to towers outside of the APE boundary; while the towers are not a part of this Project, any impacts to them will be considered as a part of this undertaking.

Archaeological fieldwork will include standard practices following the guidelines recommended by the Washington State DAHP. Fieldwork, to include systematic pedestrian survey and shovel testing, will be conducted prior to the geotechnical investigation portion of this Project. The objective of this field survey is to identify any unknown archaeological sites within the proposed project area where ground-disturbing activities are expected to take place. Shovel testing will be conducted in areas determined to have the potential for buried archaeological deposits. Shovel test probes will be placed at the discretion of the field director but no more than 20 meters apart. Shovel tests will be excavated to approximately 100 cm. If this depth cannot be reached, an explanation will be given. Soil excavated will be screened through 1/8-inch mesh and a description of the stratigraphy and any cultural materials encountered will be documented in the field. No cultural materials will be collected during the field survey.

A post-field memo will be prepared detailing the results of the survey and shovel testing for the review of DAHP and all consulting parties. These results will be used to provide a recommendation for how future work in the area should proceed.

Following the review of the survey results, additional coordination will occur as necessary to comply with Section 106 of the National Historic Preservation Act (NHPA). The preliminary assessment that was conducted within the APE identified the potential that deep fill may cover native soils, which retains the possibility for containing cultural deposits deeper than 100 cm. If the results of the cultural resources survey identify areas with these deep fill deposits, archaeological monitoring may be required for ground-disturbing work that is conducted below the depths shovel test probes can reach. In this scenario, archaeological monitoring would determine the extent of cultural resources and prevent the disturbance of cultural resources, historic properties, and American Indian graves.

A full Cultural Resources Report including the results of pedestrian survey and shovel testing, as well as any additional cultural resources services such as geotechnical monitoring, will be submitted to DAHP and all consulting parties for review and comments.

**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.**

The proposed project will be conducted in accordance with Section 106 of the NHPA, Executive Order 21-02, the Revised Codes of Washington (RCW) Chapters 27.44 and 27.53, and applicable regulations of the DAHP. The Indian Graves and Records Act (RCW 27.44) prohibits disturbance of



American Indian graves and provides that inadvertent disturbance through construction or other activity requires re-interment under supervision of the appropriate tribe. The Archaeological Sites and Resources Act (RCW 27.53) prohibits the disturbance of known prehistoric and historic archaeological sites on public or private lands.

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 will be 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. If human remains are uncovered, appropriate law enforcement agencies shall be notified first, then the steps listed herein will be followed. If remains are determined to be Native American, consultation with the affected tribes will take place in order to mitigate the final disposition of said remains.

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

## 14. Transportation

[Find help with answering transportation questions](#)<sup>16</sup>

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

The trail will run along the southern edge of NW Lower River Road (SR 501). The southern terminus of the trail will be at NW Gateway Avenue, and the northern terminus will be at northern end of NW Old Lower River Road. The southern end of NW Old Lower River Road connects with NW Lower River Road in the southern half of the proposed trail.

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

The closest bus stop, served by C-Tran Route #6 Fruit Valley/Grand, is located at Fruit Valley Road and W 27th Street, approximately 1.6 miles away from the southern terminus of the proposed trail. C-Tran's "The Current" is an on-demand rideshare service that provides bookable rides throughout the Vancouver area. One of the service zones includes service to the Port of Vancouver and surrounding industrial area, including the project area.

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<sup>16</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>



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

The project will not include any new roads or streets. The project will include the installation of a guard rail between the trail and NW Lower River Road. The purpose of the guardrail is for the safety of trail users but will also serve to increase safety on NW Lower River Road.

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

The project will not use water, rail, or air transportation but is located adjacent to the Port of Vancouver, which provides transportation of cargo via rail and water.

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

The completed proposed project is not anticipated to generate any additional vehicle trips.

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

The trail is physically separated from the road transportation grid and will not interfere with, nor be interfered by, movement of any agricultural or forest products on roads or streets.

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

The proposed project will have no negative impacts on transportation. The project could result in decreased traffic loading in the immediate area if members of the public decide to utilize nonmotorized alternatives. Crosswalks will be added at road crossings between segments 3 and 4 and between segments 4 and 5. No other alteration in street striping or signage is anticipated.

## 15. Public Services

[Find help answering public service questions<sup>17</sup>](#)

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

The project is a public trail and will not increase the need for public services.

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

The project will not impact public services; therefore, no mitigation measures are proposed.

<sup>17</sup> <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services>

## 16. Utilities

[Find help answering utilities questions<sup>18</sup>](#)

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

Utilities within or crossing over the project area include CenturyLink communications line, Clark Public Utilities power lines, and BPA power lines. A City-owned water line is also present in the southern half of the NW Lower River Road, but outside the project area. In addition, a Williams gas pipeline is present in NW Old Lower River Road at the north end of the project outside the project area.


- 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.

The proposed project includes construction of stormwater collection and conveyance systems for handling stormwater runoff, but no other utilities are required by the project. A French drain constructed along the north side of the trail will collect runoff from the trail and portions of NW Lower River Road. A 12-inch perforated storm sewer pipe within the French drain will convey stormwater to pipes that will direct stormwater to several flow spreader trenches that will discharge stormwater to areas south of the trail. Stormwater runoff at the overlook will also be managed using a French drain and flow spreader trench. The CenturyLink communications line may be temporarily impacted during construction, but the line will not need to be relocated.

## C. Signature

[Find help about who should sign<sup>19</sup>](#)

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

X  7-11-2024

Name of Signee:

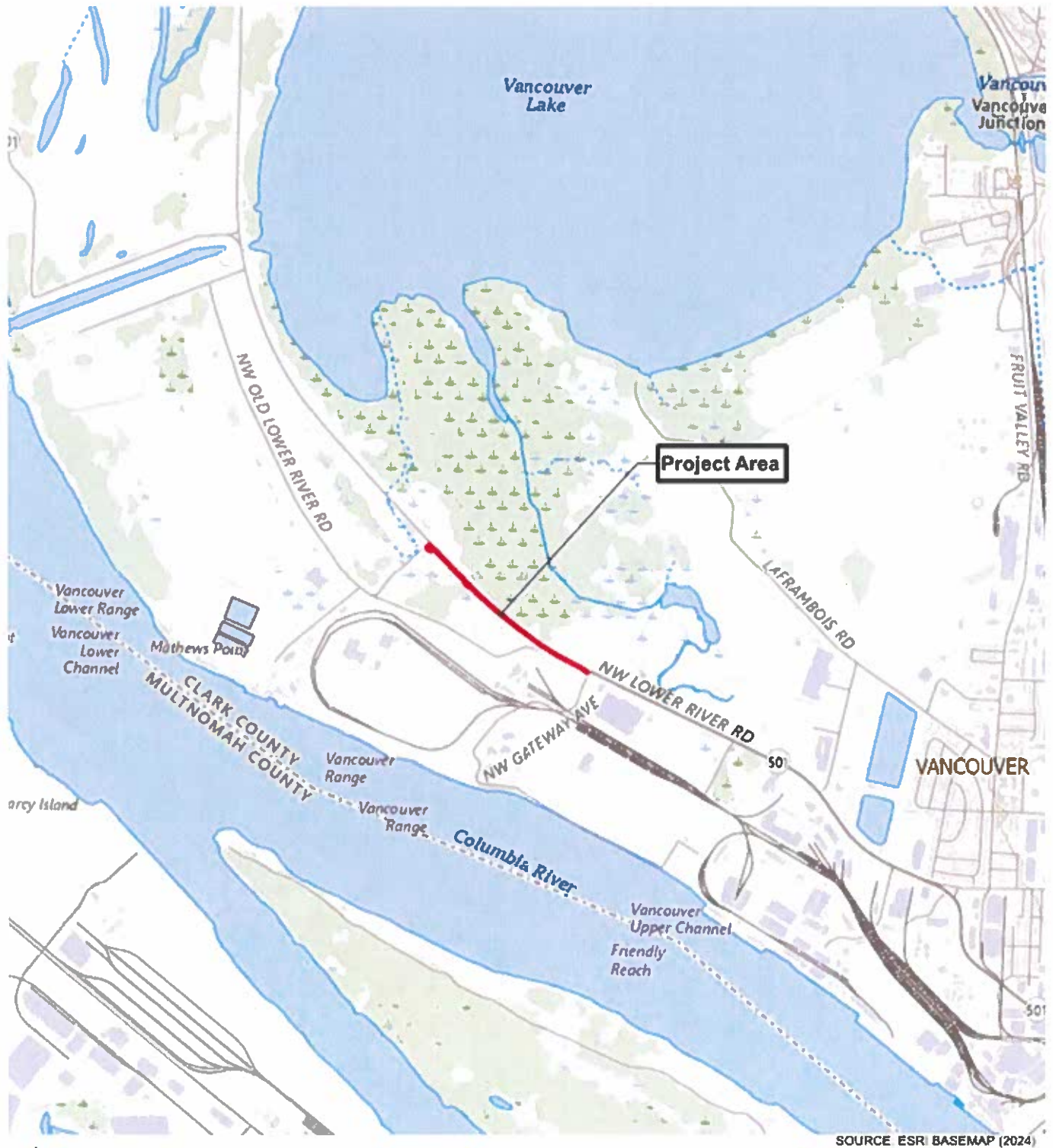
Position and Agency/Organization:

Date Submitted:

<sup>18</sup> <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities>

<sup>19</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature>

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SOURCE: ESRI BASEMAP (2024)



Project Area

Vancouver

WASHINGTON



SCALE: 1" = 2,500' (8.5X11 SHEET)



PREPARED FOR: PORT OF VANCOUVER USA



# LOCATION MAP

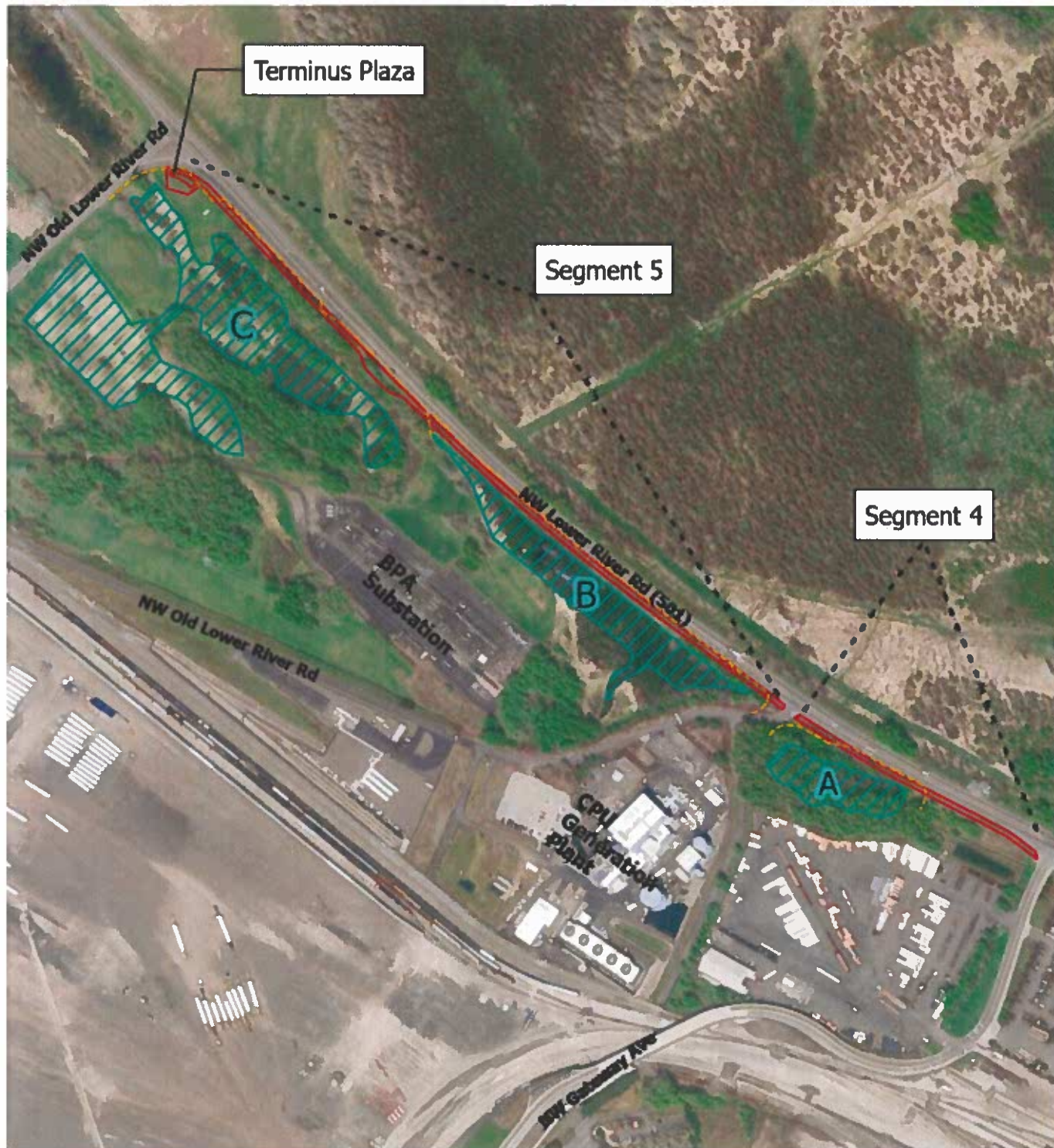
RENAISSANCE TRAIL SEGMENTS 4 AND 5  
VANCOUVER, WASHINGTON

MAY 2024  
71874.004/5

FIGURE

1





SOURCE ESRI BASEMAP (2024)

### Legend

-  Project Area
-  Wetlands
-  Wetland Buffer



SCALE: 1" = 465' (8.5X11 SHEET)



PREPARED FOR: PORT OF VANCOUVER USA



## TRAIL ALIGNMENT

RENAISSANCE TRAIL SEGMENTS 4 AND 5  
VANCOUVER, WASHINGTON

MAY 2024  
71874 004/5

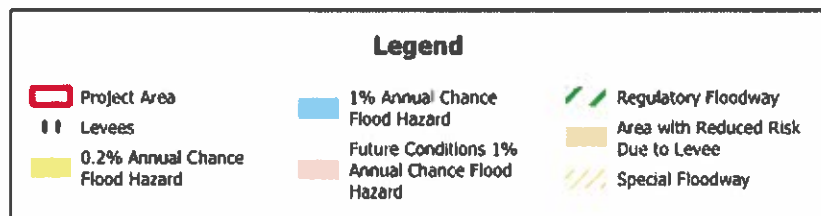
FIGURE

2





SOURCE: ESRI BASE MAP (2024), FEMA (2024)



SCALE: 1" = 1,500' (8.5X11 SHEET)



PREPARED FOR: PORT OF VANCOUVER USA



# **FLOOD HAZARD MAP** RENAISSANCE TRAIL SEGMENTS 4 AND 5 VANCOUVER, WASHINGTON

MAY 2024  
 71874.004/5

FIGURE

3