



SEPA 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: Port of Vancouver, Monty Edberg 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): Refer to Section A.12 for proposal location information.

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

Site Address (if any): _____

Note to readers: SEPA review for this Project was started early in the process. As design has advanced, the port has identified a need to modify existing project elements and include new project elements, which are covered in this supplemental SEPA checklist. This is consistent with WAC 197-11-055(1), which directs the SEPA process to be integrated with agency activities at the earliest possible time to ensure that planning and decisions reflect environmental values. These design modifications and new project elements are subject to further review under SEPA because they result in environmental effects that exceed those addressed in the original SEPA checklist and significance determination listed in Section A.8.

A. Background

1. Name of proposed project, if applicable

Port of Vancouver Terminal 5 Berth Rehabilitation Project (Project).

This supplemental SEPA checklist has been prepared to supplement the previous SEPA checklist for the Project (September 2021).

This supplemental SEPA checklist focuses solely on modified and new project elements. Consistent with WAC 197-11-335 and the guidance for supplementing an Environmental Impact Statement (EIS) in WAC 197-11-620, this supplemental SEPA checklist does not include analysis of actions or impacts that were reviewed in the previously prepared SEPA documents for this Project listed in Section A.8.

2. Name of applicant:

Port of Vancouver USA

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

Address: 3103 NW Lower River Road, Vancouver, Washington 98660

Phone: (360) 693-3611

Contact Person: Monty Edberg, Project Manager

4. Date checklist prepared:

January 2022

5. Agency requesting checklist:

Lead Agency: Port of Vancouver USA

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

The anticipated timing on the proposed modified and new project elements are as follows:

Additional Electrical Substation

Installation of the additional electrical substation is anticipated to occur in late 2022, concurrent with installation of the previously reviewed substation and other civil and utility improvements. This work is expected to take up to 5 months.

Dock Worker Support Building

The dock worker support building is anticipated to be constructed in the summer of 2023 and construction would occur over 10 weeks.

Mooring and Breasting Dolphins and Catwalk Installation

Installation of new mooring and breasting dolphins and catwalks is anticipated to occur in the fall of 2023 within the in-water work window, over approximately 14 weeks. In-water work would be confined to the allowable in-water work window, which currently extends from September 15 to February 28 annually for vibratory pile driving, with impact pile driving activities currently limited to October 1 to January 31 each year. Overwater, shoreline, and upland work would not be restricted to a work window and would proceed based on project delivery targets, contractor availability, financial ability, and other considerations.

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

This supplemental SEPA checklist covers modified and new project elements for the Project. At this time, there are no plans for future additions, expansion, or further activity related to the Project.

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

A SEPA checklist and other related documents, referenced below, were prepared to evaluate activities associated with the Project. The SEPA checklist and other documents are

incorporated by reference and, upon review, the port, acting as the SEPA lead agency, has determined the Project to be an action mitigated to a level of non-significance. The following incorporated by reference SEPA documents are available for review upon request from the applicant (refer to Section A.3.) or on the Washington State Department of Ecology (Ecology) SEPA Register webpage: <https://apps.ecology.wa.gov/separ/Main/SEPA/Search.aspx>. The list below does not repeat environmental information identified in those documents.

- Port of Vancouver Terminal 5 Berth Rehabilitation Project SEPA Checklist. 2021. Port of Vancouver.
 - Mitigated Determination of Non-significance for the Port of Vancouver Terminal 5 Berth Rehabilitation Project (SEPA Register #202105395). 2021. Port of Vancouver.
 - SEPA Notice of Action Taken for Port of Vancouver Terminal 5 Berth Rehabilitation Project (SEPA Register #202106033). 2021. Port of Vancouver.

Additional environmental information that has been prepared or will be prepared for the project site (but not for the purpose of this Project) is as follows:

- Former Alcoa Vancouver Site Periodic Review Data Report. In preparation by Anchor QEA, LLC.

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.

As stated in the previously reviewed SEPA checklist for the Project, the following permit updates or approvals for Berth 17 inclusion into the port's Dredging Program are pending:

- Modification to existing Department of the Army Permit (U.S. Army Corps of Engineers Reference No. NWP-2007-916-2; Section 404 and Section 10)
- Modification to Ecology Section 401 Water Quality Certification, No. 17584, April 3, 2018.

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

There is no change to the list of the governmental approvals and permits needed for the Project provided in the previously reviewed SEPA checklist. The new and modified project elements proposed would be reflected in the following anticipated permits or approvals for the Project.

- U.S. Army Corps of Engineers Department of the Army Individual Permit (including consultation under Section 106 of the National Historic Preservation Act)
- National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Services Endangered Species Act (ESA) Section 7 Consultation
- U.S. Fish and Wildlife Service (USFWS) ESA Section 7 Consultation
- Washington Department of Fish and Wildlife Hydraulic Project Approval
- Ecology Section 401 Water Quality Certification
- City of Vancouver Shoreline Authorization
- City of Vancouver Site Development Permit

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.)

Terminal 5 is located on port property along the Columbia River at 5701 NW Old Lower River Road, River Mile 103.3, approximately 3 miles northwest of Interstate 5 in Vancouver, Washington. The existing dock at Terminal 5, Berth 17, was constructed in 1967 by a previous landowner and historically supported vessel moorage, bulk material handling, and other maritime activities. The dock was used as an unloading facility for alumina shipped to Vancouver from South America. The port owns the dock and the adjacent upland parcels that are part of the Project. Figure 1 provides the Vicinity Map for the Project.

The port owns the dock and the adjacent upland parcels that are part of the Project. The purpose of the Project is to restore the dock's ability to moor vessels, allow vessels to be moored in a nested configuration (two vessels, moored side-by-side), and support other maritime activities; the previously evaluated project elements and the modified and new project elements evaluated herein are proposed in support of that goal.

- Previously reviewed project elements: The project elements previously reviewed in the SEPA documents referenced in Section A.8 that remain unchanged are as follows: replacement of the existing dock fender pile system, replacement of two existing in-water mooring dolphins and associated catwalks, installation of up to four new shoreline mooring points, removal of derelict equipment on the dock and upland, and upland ancillary improvements to provide utility services and paving for the project.
- New and modified project elements: The port has since determined that modified and new project elements are needed to improve Berth 17's ability to better support a nested vessel configuration (two vessels, moored side-by-side simultaneously) and related facilities. The modified and new project elements are described in the sections below and analyzed throughout this document.

Additional Electrical Substation

Upland of the dock, one new electrical substation would be constructed to satisfy shore power needs of the nested vessel configuration, in addition to the electrical substation that was reviewed in the previous SEPA checklist. Each substation would consist of a Clark Public Utilities pad-mounted service transformer and a Port owned switchboard. Both substations would be enclosed within an approximately 440-square-foot (SF) fenced area with concrete surfacing. These two substations (approximately 440 SF in total) would replace the single 36 SF substation assumed previously. No additional trenching is anticipated, beyond what was assumed for the previously reviewed substation.

New Mooring and Breasting Dolphins and Catwalks

To better support a nested vessel configuration and operations, the port would install a new set of in-water mooring and breasting dolphins. One new mooring dolphin would be installed upstream and one new mooring dolphin would be installed downstream of the dock. The two new in-water breasting dolphins would be installed downstream of the dock. Work to install the new dolphins would be staged from a barge. Each breasting dolphin may have up to four 18-inch-diameter steel fender piles. New catwalks would be installed to provide access between the dock and the new dolphins.

To construct this project element, a temporary guide frame consisting of 5 to 10 piles would be installed at each dolphin to ensure accurate positioning of the permanent batter piles. A vibratory hammer would be used to install and remove the guide frame piles. Up to 16 24-inch-diameter steel batter piles would be permanently installed for each dolphin, using a vibratory hammer. After installation of the steel piling, an impact hammer would be used to proof the piles to the appropriate load-bearing capacity. After pile installation, the temporary guide frames would be removed and a cast-in-place concrete pile cap would be installed atop each dolphin. The location of the breasting dolphins could be adjusted based on projected operational needs, but design (pile type, number, and pile cap) is not expected to change.

Steel piles would also be driven to support the access catwalks. Two 18-inch-diameter steel piles would be installed at each pile bent; one pile bent is proposed for the upstream catwalk (two piles total); and three bents would be installed for the downstream catwalk (6 piles total). These new piles would be installed in-water. The steel piles would be installed with a vibratory hammer, and an impact hammer would be used to proof the piles to the appropriate load-bearing capacity. Pile caps would be constructed on the catwalk support piles, and new grated steel walkways would be installed as the final element of this work.

Dock Worker Support Building

A dock worker support building would be constructed along the shoreline near the dock. This modified project element would replace the prefabricated restroom described in the previous SEPA checklist. This would provide a rest area, cafeteria space, and restrooms for dock workers.

Soil and base course would be removed to a depth of up to 3 feet below ground surface (bgs) to allow construction of the foundation and utilities, and the area would be regraded with clean aggregate to match the existing surface. The approximately 25 foot by 32 foot building would then be constructed as slab on grade. The building would be up to 20 feet tall with a gable roof and cement panel siding.

Electrical, water, and sanitary service utilities reviewed in the previous SEPA checklist would be connected and brought online to service the building. Solar panels would be installed on the building roof to supply or supplement electrical needs.

The Contractor would select the equipment and construction methods that would achieve the Project requirements in the most efficient and cost-effective manner, while complying with all best management practices (BMPs) provided throughout this document, previously reviewed SEPA documents, agency approvals, and permit conditions. The above description provides the anticipated construction methods, based on a preliminary concept plan. Work is anticipated to occur according to the schedule described above.

This SEPA checklist reviews only these modified or new project elements, and not the previously reviewed project elements that remain unchanged.

- 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 port owns the Terminal 5 property that is located along the Columbia River at 5701 NW Old Lower River Road, River Mile 103.3, approximately 3 miles northwest of Vancouver, Washington. The Vicinity Map (Figure 1) provides the location of Terminal 5.

Berth 17 and its dock are located on tideland parcel number 500501000 (managed under the port's existing Port Management Agreement with Washington State Department of Natural Resources), which is approximately 16 acres and is located at NW 1/4, S19, T2N, R1E and NE 1/4, S19, T2N, R1E. The adjacent tideland parcel number, 503000000, is approximately 2 acres and is located at NE 1/4, S19, T2N, R1E.

The additional electrical substation and dock worker support building would be located immediately upland of the dock on parcel number 152798000, owned by the port, which is approximately 7 acres and is located at NE 1/4, S19, T2N, R1E and NW 1/4, S19, T2N, R1E.

B. Environmental Elements

1. Earth

a. General description of the site

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

Site conditions specific to the new project elements are described below; there are no changes to the overall site as described in the previous SEPA checklist.

New Dolphins and Catwalks: Berth 17 was designed to accommodate vessels from the adjacent shipping channel that is federally maintained. Bathymetry data from 2021 indicate that existing bottom elevations in the area of these proposed improvements range from approximately -20 feet Columbia River Datum (CRD) on the landward side of the dock to -55 feet CRD waterward of the dock.

Additional Electrical Substation and Dock Worker Support Building: The new substation and dock worker support building would be constructed upland of Berth 17 on a flat gravel base course.

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

The steepest existing slope is 3:1 and is located under the dock as described in the previous SEPA checklist.

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.

There are no changes to the types of soils described in the previous SEPA checklist. Soil types vary by location, as follows.

New Dolphins and Catwalks: The substrate at Berth 17 consists of sand, silt, gravel, and native rock alluvial deposits.

Additional Electrical Substation and Dock Worker Support Building: Soil on the upland parcels and along the shoreline is sand and gravel fill.

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

There are no indications or known history of unstable soils in the vicinity of the project area as described in the previous SEPA checklist.

- 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.**

Up to 50 cubic yards (CY) of additional clean aggregate and concrete would be imported to develop a foundation for the dock worker support building and allow connection of utilities.

Up to 230 CY of additional clean aggregate would be imported to the site to construct the gravel paths from the road at Terminal 5 to and between the mooring points. These gravel paths could be up to 460 feet long, extended from the previous SEPA checklist, as the shoreline mooring point locations have adjusted during design development.

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

Erosion associated with construction activities is not anticipated from the proposed in-water pile installation and overwater work. Installation of the additional electrical substation and construction of a dock worker support building would occur in an upland area that would already be developed during an earlier project phase. Therefore, no new sources of erosion from those identified in previous SEPA checklist are anticipated for the proposed modified and new project elements.

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

The proposed modified and new project elements would not change the extent of impervious surface introduced by the Project at Terminal 5, as described in the previous SEPA checklist, because the additional electrical substation and dock worker support building would be installed in an upland area that would already be developed during the work reviewed in the previous SEPA checklist.

Waterward of Terminal 5, the extended gravel pathways would introduce up to approximately 10,000 SF of new impervious surface along the hillside.

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

Consistent with the previous SEPA checklist, the Contractor would implement erosion control BMPs identified in the project-specific Temporary Erosion and Sediment Control Plan to reduce or control erosion.

Other project activities, related to dolphins and catwalks, would occur on or within water.

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.**

The types of emissions to air are consistent with those described in the previous SEPA checklist. The anticipated increase of emissions from construction would best be described as negligible.

The nesting configuration that could be accommodated at Berth 17 after the project elements are constructed would allow for two vessels (increased from one) to be moored simultaneously. This would result in an increase in vessel emissions as that vessel is brought to and from Berth 17 for moorage; however, the improvements would allow vessels to use shore power in lieu of burning fossil fuels while at the berth.

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

Consistent with the previous SEPA checklist, there are no known off-site sources of emissions or odor that would affect the Project.

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

Consistent with the previous SEPA checklist, emissions associated with the Project would be limited in nature and are not expected to notably affect air quality. The improvements will allow vessels calling the berth to use shore power in lieu of burning fossil fuels. The dock worker support building would provide for multiple uses, reducing the need for workers to travel to use other facilities.

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.

Terminal 5 and the associated Berth 17 are located both in and adjacent to the Columbia River.

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.

All project elements proposed herein would occur in, over, or within 200 feet of the Columbia River.

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.

Benthic fill across Berth 17 would increase because of the new dolphins and piles to support the catwalks.

No other fill or dredge material would be placed in or removed from surface water or wetlands.

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

Consistent with the previous SEPA checklist, the Project would not require surface water withdrawals or diversions.

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

Consistent with the previous SEPA checklist, the Project would occur within and adjacent to the Columbia River, which is identified as a floodway by the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map, effective September 5, 2012 (Map number 53011C0342D).

- 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.**

Consistent with the previous SEPA checklist, waste materials would not be discharged to surface waters.

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.**

Consistent with the previous SEPA checklist, the Project would not include groundwater withdrawal for drinking or other purposes.

- 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.**

Consistent with the previous SEPA checklist, the Project would not discharge waste material into the ground from septic tanks or other sources. Restrooms constructed as part of the dock worker support building would connect to and discharge to the City of Vancouver's sanitary sewer system.

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.**

Precipitation onto impervious surfaces would continue to be the source of runoff across the site. Consistent with the previous SEPA checklist, stormwater would be collected and transported via the existing main line of the stormwater conveyance system for eventual discharge to existing stormwater lagoons for treatment.

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

Given the Project is located within, over, and adjacent to the Columbia River, there is the potential for debris to inadvertently enter surface water during construction. There is also a potential for leaks and spills of fuel, hydraulic fluids, lubricants, and other chemicals from standard construction equipment and storage containers. Refer to the BMPs listed in the response to Question B.3.d, which provides the BMPs the Contractor will be required to implement to ensure that waste materials do not enter surface water.

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

Consistent with the previous SEPA checklist, the Project would not alter or affect drainage patterns in the vicinity of the site.

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

In addition to all relevant BMPs provided in the previous SEPA checklist, the following additional water quality protection measure will be implemented for these modified and new project elements.

- Sand may be placed in the new pile footprint before driving the pile, as needed, and based on site conditions.

4. Plants

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

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

Consistent with the previous SEPA checklist, little to no aquatic vegetation exists within the established Berth 17, and upland vegetation is sparse (consisting of blackberry and grass) along the shoreline and within Terminal 5.

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

No vegetation would be removed or altered as a result of modified and new project elements.

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

Consistent with the previous SEPA checklist, there are no threatened or endangered plant species known to be on or near the site.

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

Consistent with the previous SEPA checklist, no landscaping is proposed as part of the Project and measures to preserve or enhance vegetation on the site are not proposed, because the Project would not have an adverse effect on plant species.

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

Consistent with the previous SEPA checklist, invasive Himalayan blackberry (*Rubus armeniacus*), false indigo, and invasive grass species exist throughout the lower Columbia River.

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 bald eagle, streaked horned lark, sandhill cranes, osprey, Canada goose, American crow, barn owl, cliff swallows, European starling, and the Eurasian collared dove

mammals: deer, bear, elk, beaver other: California and Steller sea lions, harbor seals

fish: bass, salmon, trout, herring, shellfish, other forage fish typical of freshwater systems, smelt, sturgeon

There are no changes to the observed birds or other animals that were provided in the previous SEPA checklist.

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

There are no changes to the threatened and endangered species, or to evolutionarily significant units (ESUs) and their distinct population segments (DPS), existing within the Columbia River near Berth 17 that were provided in the previous SEPA checklist. Consultation under Section 7 of the ESA will be completed prior to project construction. Potential effects to threatened and endangered species in the project area from the proposed in-water work would be consistent with the effects described in past Biological Opinions issued by NOAA National Marine Fisheries Service (WCR-2017-7322) and the USFWS (01EWF00-2017-F-1273-R001) for pile maintenance and installation across the port facilities.

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

Consistent with the previous SEPA checklist, the general area of the site 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 (WDFW, Management Recommendations for Washington's Priority Species, Volume IV: Birds).

The Columbia River serves as a migration corridor for salmonids.

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

In addition to the measures provided in the previous SEPA checklist, the following additional wildlife protection measure will be implemented throughout construction.

- No grounding of barges during in-water construction.

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

There are no changes to the invasive animal species information provided in the previous SEPA checklist.

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.

As described in the previous SEPA checklist, electricity would be extended to the project area to improve overall utility service for the completed Project, including additional shore power necessary to support an additional vessel due to the nested vessel configuration. Solar power is anticipated to be incorporated into the project design to include solar panels on the dock worker support building to supply or supplement electrical needs. During construction, the primary energy needs of the Project would be related to construction equipment, support vessels/vehicles, and other equipment (i.e., tugs, skiffs, land-based equipment).

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

Consistent with the previous SEPA checklist, the Project would not be anticipated to affect the potential use of solar energy by 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:

Consistent with the previous SEPA checklist, construction equipment operating upland would be required to follow the port's anti-idling policy, limiting unnecessary idling during port-contracted program activities. Vessels calling at the dock could connect to the newly established shore power in lieu of burning fossil fuels. Solar power is anticipated to be incorporated into the project design to support solar panels on the dockworker support building to supply or supplement electrical needs.

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.

Please refer to the responses to Questions B.7.a.1 through B.7.a.5 in the previous SEPA checklist for detail regarding potential environmental health hazards that could occur as a result of the Project, as well as the proposed BMPs to minimize potential occurrences and potential related impacts.

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

The modified and new project elements would occur in the project area described in the previous SEPA checklist. There are no changes to known or possible contamination from the description provided in the previous SEPA checklist. Known contamination exists in the sediments and upland area of the project site.

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

Consistent with the previous SEPA checklist, the known potential hazardous chemicals that were considered during development and design of the Project are the sediment concentrations of polychlorinated biphenyls (PCBs) and polycyclic aromatic hydrocarbons (PAHs) located in the sediment of Berth 17, and the PCBs and PAHs that remain within the shoreline environmental covenant area.

- 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.**

Consistent with the previous SEPA checklist, gas, oil, and grease required for standard construction equipment would be used. The Contractor would be required to prepare a Spill Prevention, Control, and Countermeasure Plan to identify procedures to avoid, minimize, and, if necessary, respond to any such releases. Toxic or hazardous chemicals are not expected to be stored or used on-site after Project construction, except as contained in vehicles, equipment, and vessels accessing the completed project site.

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

Consistent with the previous SEPA checklist, safety protocols would be developed by the Contractor prior to Project construction to reduce the need for emergency medical services at the site.

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

Consistent with the previous SEPA checklist, changes to the extent of contamination as a result of the Project are not anticipated because pile installation would not result in significant sediment disturbance, and turbidity from these activities would be localized given the suite of BMPs that would be implemented.

Additionally, the electrical substation and dock worker support building would be placed in an area of disturbance located outside of areas encumbered by environmental covenants affected by the anticipated site work. The Contractor will be required to implement the BMPs provided in response to Question B.3.d to reduce or control environmental health hazards.

b. Noise

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

The port is a working waterfront and an active industrial area, with zoning that allows for noise-generating activities. The noise associated with standard operations at the port would not affect the Project.

- 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.**

Consistent with the previous SEPA checklist, noise from the Project would be short-term. Long-term noise would be related to vessel traffic and maritime operations typical in the project area.

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

Consistent with the previous SEPA checklist, a bubble curtain will be used during impact installation of steel piles. No other measures are proposed to reduce or control noise as noise impacts (other than what is associated with impact pile driving) are anticipated.

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.

Land use has not changed from what was provided in the previous SEPA checklist. The modified and new project elements would not affect nearby land uses.

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 nonforest use?

There is no known history of agricultural use at Terminal 5. No agricultural or forest land of long-term commercial significance would be converted to other uses as a result of the Project.

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:

Consistent with the previous SEPA checklist, the Project would not affect nor be affected by surrounding working farm or forest land normal business operations.

c. Describe any structures on the site.

As described in the previous SEPA checklist, Berth 17 consists of an approximately 425-foot dock with a concrete superstructure supported on prestressed concrete piling, mooring dolphins, pedestrian access catwalks, and a vehicular access causeway.

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

As described in the previous SEPA checklist, the crane and gallery that exist on the dock will be removed. Demolition of the upland water tower will occur later than the 2022 target described in the previous SEPA checklist; current schedule projections, which consider capital projects across the port, priorities, and available funding, assume that water tower demolition would occur before 2026.

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

The current zoning classification for the Berth 17 parcel is water. The zoning for the upland parcel portion of the project area is heavy industrial.

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

The current comprehensive plan designation for Berth 17 is water. The comprehensive plan designation for the upland portion of the project area is industrial.

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

The areas above the ordinary high water mark on the site are designated as Urban: High Intensity in the City of Vancouver Shoreline Master Program, effective September 24, 2012. Additionally, the Shoreline Master Program designates the Columbia River as a shoreline of statewide significance, and it is designated Aquatic.

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

The entire City of Vancouver, because of its location above the Troutdale Aquifer, is within a critical aquifer recharge area (CARA) as defined in VMC 14.26.115 and has been designated as a sole source aquifer by the U.S. Environmental Protection Agency. Although there is an existing water supply well at Terminal 5, the project site 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.

The Project is located along the shoreline and below the ordinary high-water mark of the Columbia River. These water resources are classified by the VMC 20.740.110 as Fish and Wildlife Habitat Conservation Areas.

As defined in VMC 20.740.120, frequently flooded areas are areas of special flood hazards identified by the Federal Insurance Administration and FEMA, respectively, in scientific and engineering reports entitled Flood Insurance Study: Clark County, Washington and Incorporated Areas, Volumes 1 and 2 (Numbers 53011CV001A and 53011CV002A, respectively) effective September 5, 2012. The project area occurs within the Columbia River and its shoreline, which are established floodways, as identified in the above-referenced volumes (map number 53011C0363D). The project site is located within a designated floodplain.

The project site is within an area of moderate to high susceptibility for liquefaction as defined in VMC 20.740.130 (Clark County GIS Maps Online).

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

Consistent with the previous SEPA checklist, no persons would reside in the completed project area and no employment displacement is anticipated. As of 2018, the last time an economic study was conducted at the port, 3,910 jobs were determined to be directly generated by port marine and industrial activities.

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

Consistent with the previous SEPA checklist, the project activities would not result in displacement.

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

Consistent with the previous SEPA checklist, measures to avoid or reduce displacement impacts are not proposed.

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

Consistent with the previous SEPA checklist, the Project would not change the existing and future land use at the site or at the port.

Shoreline authorization would be obtained from the City of Vancouver before Project construction.

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

Consistent with the previous SEPA checklist, the Project would not result in direct or indirect impacts to nearby agricultural and forest lands. Further, there are no agricultural or forest lands of long-term commercial significance in the City of Vancouver.

9. Housing

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

Consistent with the previous SEPA checklist, no housing units would be provided as part of the Project.

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

Consistent with the previous SEPA checklist, no housing units would be eliminated as part of the Project.

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

Because the Project would not provide or eliminate housing, no measures to reduce or control housing impacts are proposed.

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?

The dock worker support building would be the tallest structure constructed as part of the Project. The building would be up to 20 feet tall with a gable roof and cement panel siding.

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

Consistent with the previous SEPA checklist, Berth 17 would remain visually unified with the industrial waterfront after construction. The new electrical substation and dock worker support building would support this water-dependent use and would be visually consistent with shoreline structures across the port facilities. One additional vessel, up to two total, could be moored at a time.

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

Consistent with the previous SEPA checklist, no measures to reduce or control aesthetic impacts are proposed.

11. Light and glare

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

No additional effects from operational light or glare are anticipated, beyond those described in the previous SEPA checklist.

Consistent with the previous SEPA checklist, light and glare associated with construction would be limited to temporary and short-term impacts and would be generated by construction equipment, support vessels, and trucks during construction.

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

Consistent with the previous SEPA checklist, light or glare from the Project is designed to not be a safety hazard or interfere with views.

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

Consistent with the previous SEPA checklist, off-site sources of light or glare would not affect the Project.

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

No additional measures are proposed beyond those contained in the previous SEPA checklist due to the new project elements that are the subject of this SEPA checklist.

12. Recreation

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

The lower Columbia River is used for waterborne recreation such as boating, kayaking, wind surfing, and fishing. Shoreline access is available at a number of informal and established scenic viewpoints and parks, such as Blurock Landing, which is located at the entrance of the flushing channel approximately 1.7 miles downriver of the project site.

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

Consistent with the previous SEPA checklist, the Project would not displace any existing recreational uses, and construction would occur within the established Berth 17 vessel berth and the adjacent upland area, which do not support recreational activities.

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

Because the Project would not result in recreational impacts, no measures to reduce or control recreational impacts are proposed.

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.**

No buildings, structures, or sites, located on or near the site are eligible for listing in the National Register of Historic Places (NRHP) individually or as a potential historic district as described in the previous SEPA checklist.

- 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.**

As described in the previous SEPA checklist, the banks of the Lower Columbia River are known to have been used by Native Americans for temporary fishing camps prior to European settlement. The project area has been classified by the City of Vancouver as Level A High Probability for archaeological resources. Culturally significant sites have been inventoried in the uplands. Since the early 1970s, numerous archaeological investigations have been conducted in the Project vicinity.

Archaeological resources are not likely to be encountered due to the presence of fill.

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

As described in Questions B.13.a and B.13.b of the previous SEPA checklist, Archaeological Investigations Northwest, Inc., conducted a historical resources survey (in 2021) and a cultural resources survey (in 2010) on the project site. Additionally, as part of the evaluation of potential cultural resources in the area, the following databases were queried: NRHP, the Washington Information System for Architectural and Archaeological Records Data, and the Clark County database of Historic Sites.

- 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.**

As described in the previous SEPA checklist, the port implements standard BMPs, and all construction activities will be conducted in accordance with RCW 27.53.060 and RCW 27.44.020 and all applicable Washington State Department of Archaeology and Historic Preservation (DAHP) regulations. In the event any unknown archaeological or historical 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. If human remains are discovered, 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 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.

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.**

Consistent with the previous SEPA checklist, the Project would not result in changes to access and use of the existing street system. The primary roadway serving the port is State Route 501. The primary access point for Terminal 5 is off NW Old Lower River Road or NW Gateway Avenue.

- 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 nearest transit stop is approximately 3 miles from the project site, on Fruit Valley Road. The stop is served by C-Tran Route 6: Fruit Valley/Grand.

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

No additional parking spaces are proposed as part of the modified and new project elements.

- 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).**

No new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities are proposed as part of the Project.

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

The project area is in the immediate vicinity of water and rail transportation because the port is located on the lower Columbia River and is served by BNSF Railway Company and Union Pacific Railroad. The completed Project will serve water transportation as a functional marine terminal.

As described in the previous SEPA checklist, construction equipment would arrive and leave the project site using the Columbia River or adjacent roadways.

- 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 nonpassenger vehicles). What data or transportation models were used to make these estimates?**

Consistent with the previous SEPA checklist, the completed project would generate vehicle trips associated with vessel moorage and dock activities. This may nominally increase given that some of the modified and new project elements are intended to support a nested (second) vessel at the site. However, long-term parking is not proposed and a consistent increase in vehicular trips to the site is not anticipated.

Consistent with the previous SEPA checklist, construction vehicles would access the site during Project construction for material delivery. The estimated amount of vehicular traffic during construction may be up to three roundtrips per day, averaged over the duration of construction. There would be no measurable increase in truck traffic within the port facility, and traffic on adjacent local streets would not noticeably change.

- 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.**

Consistent with the previous SEPA checklist, the Project would not affect the movement of agricultural and forest products on roads and streets in the area because the truck traffic generated by Project activities would use roads internal to the port and State Route 501.

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

Consistent with the previous SEPA checklist, transportation impacts are not anticipated as a result of the Project; therefore, no measures are proposed to reduce or control transportation impacts.

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.**

Consistent with the previous SEPA checklist, the Project would not result in an increased need for public services.

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

Because the Project would not affect public services, no measures to reduce or control impacts are proposed.

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.**

No new utility services are proposed for this Project, but an additional electrical substation would be added to meet shore power needs of the completed project. Consistent with the previous SEPA checklist, water supply, fire protection, and sanitary sewer service would be provided by the City of Vancouver, and electricity, not provided by solar panels on the dock worker support building, would be serviced from Clark Public Utilities. Fiber would be installed for communications, and the service provider would either be CenturyLink or Comcast but has not been determined.

C. Signature

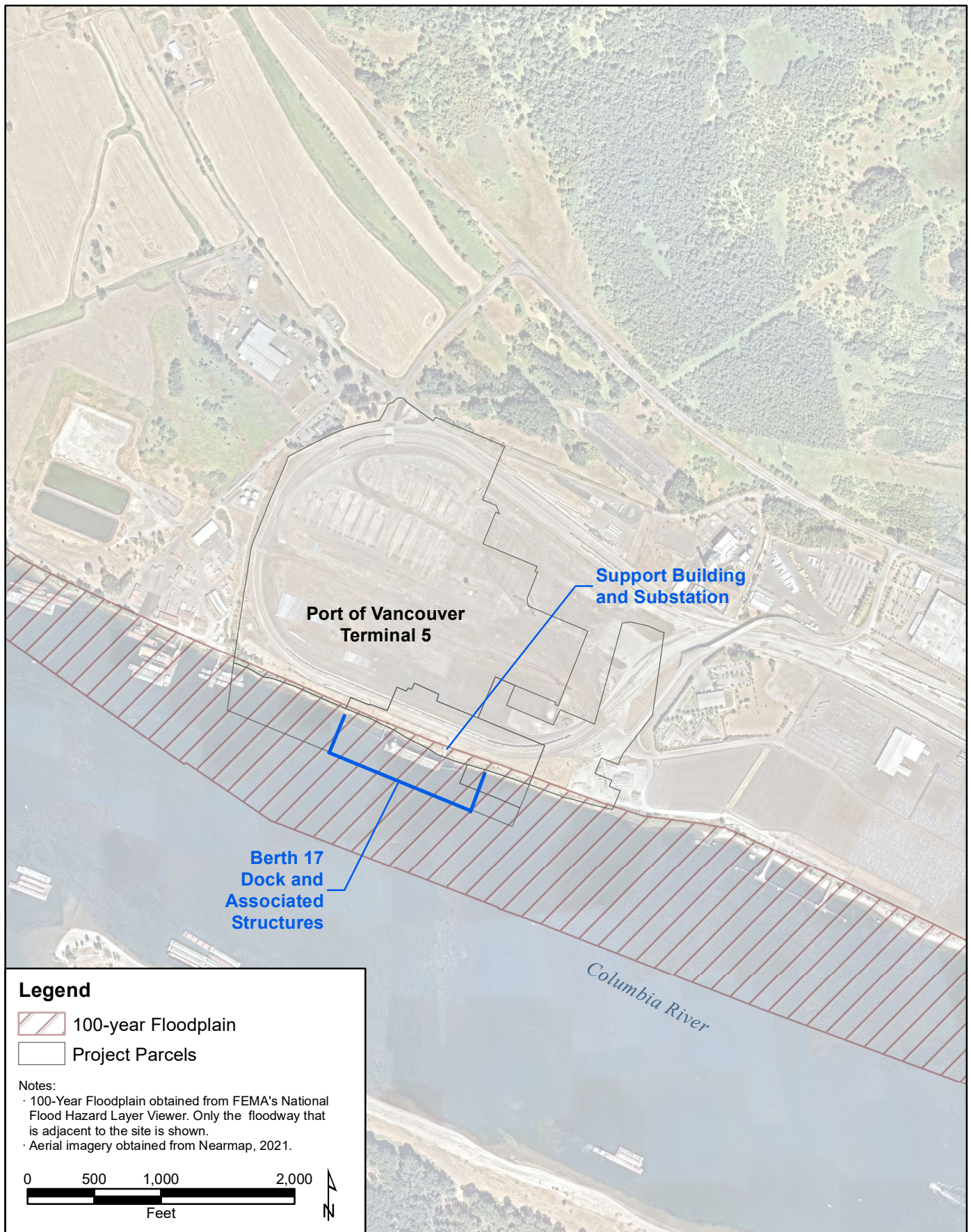
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Monty Edberg

Name of signee: Monty Edberg

Position and Agency/Organization: Director of Engineering/POV

Date Submitted: 1/19/2022



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**Port of Vancouver Terminal 5
Berth Rehabilitation Project**

**Figure 1
Vicinity Map**