TO BE COMPLETED BY APPLICANT

EVALUATION FOR AGENCY USE ONLY

SUBMIT TO:

Port of Vancouver USA
3103 Lower River Road
Vancouver, WA 98660

For office Use Only
DATE RECEIVED: _____

CASE NUMBER: _____

ENVIRONMENTAL CHECKLIST WAC 197-11-960

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

Mailing Address: 3103 Lower River Road, Vancouver, WA 98860 (No., City, State, ZIP)

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

Mailing Address: 3103 Lower River Road, Vancouver, WA 98860 (No., City, State, ZIP)

Relationship to Owner: Same

Tax Assessor Serial Number(s): See below

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

Site Address (if any):

② Include 8½" x 11" copies of ☐Quarter Section Map, ☐Topographic Map, ☒Scaled Site Plan. Delineate site on maps.

Notice to Applicants: You must use the current revision of this form or your application will not be accepted. If you use our disk version of this form (MS Word 6.0) you may not alter the format. Make sure you have the current version before submittal.

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Government agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

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 to provide additional information reasonably related to determining if there may be significant adverse impact.

Use of Checklist for Nonproject Proposals:
Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." **IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).**

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

The proposed West Vancouver Freight Access (WVFA) Project Schedules 2-4 is located within the following parcels within Clark County Washington:

Property Owner	Tax Lot Number
Port of Vancouver	APN 58928-000
Aschieris, Schofield, Trustee	APN 58760-000
Aschieris, Schofield, Trustee	APN 502150-000 (Tideland)
Lafarge Corporation	APN 58740-000
Lafarge Corporation	APN 502140-000 (Tideland)
Lafarge Corporation	APN 58743-000
Lafarge Corporation	APN 502130-000 (Tideland)
Port of Vancouver	APN 58720-000
Port of Vancouver	APN 502120-000 (Tideland)
Port of Vancouver	APN 152179-000
Port of Vancouver	APN 152183-000
Clark County	APN 152170-000
Port of Vancouver	APN 152171-000
Port of Vancouver	APN 152172-000
Port of Vancouver	APN 152178-000
Port of Vancouver	APN 503030-004 (Tideland)
Port of Vancouver	APN 152168-000
Port of Vancouver	APN 503030-005 (Tideland)
Port of Vancouver	APN 152185-000
Port of Vancouver	Not found
Port of Vancouver	APN 59117-885
Port of Vancouver	APN 59117-882
General Chemical LLC	APN 59118-022
Port of Vancouver	APN 59118-004
Port of Vancouver	APN 59117-884
Port of Vancouver	APN 59118-030
City of Vancouver	N/A
City of Vancouver	N/A
BNSF	APN 502110-000

Port of Vancouver	Not found
Port of Vancouver	APN 58920-000
Port of Vancouver	APN 502100-000 (Tideland)
Port of Vancouver	APN 502090-000 (Tideland)
Port of Vancouver	APN 58919-000
Port of Vancouver	APN 502090-001 (Tideland)
Port of Vancouver	APN 502080-002 (Tideland)
Port of Vancouver	APN 58923-000
Port of Vancouver	APN 152190-000
Port of Vancouver	APN 58921-000
Port of Vancouver	APN 58926-000
Port of Vancouver	APN 58297-000
Port of Vancouver	APN 59115-010
Port of Vancouver	APN 59115-054
Port of Vancouver	APN 59115-025
Port of Vancouver	APN 58657-000
Port of Vancouver	APN 58657-001
Port of Vancouver	APN 58922-000
Port of Vancouver	APN 59115-062
Port of Vancouver	APN 59115-063
Port of Vancouver	APN 58918-000
Port of Vancouver	APN 502070-001 (Tideland)
Port of Vancouver	APN 502080-001 (Tideland)
Port of Vancouver	APN 59115-064
Port of Vancouver	APN 502080-000 (Tideland)
Port of Vancouver	APN 502070-000 (Tideland)
Port of Vancouver	APN 502060-002 (Tideland)
Port of Vancouver	APN 58630-000
Port of Vancouver	APN 59115-065
Port of Vancouver	APN 151981-000
Port of Vancouver	APN 151977-000
Port of Vancouver	APN 152190-000
Port of Vancouver	APN 152189-000
Port of Vancouver	APN 152182-000
Port of Vancouver	APN 152188-000
Port of Vancouver	APN 152185-000
Port of Vancouver	APN 152181-000
Port of Vancouver	APN 152186-000
Port of Vancouver	APN 152187-000
Port of Vancouver	APN 152176-000
Port of Vancouver	APN 152175-000
Port of Vancouver	APN 152174-000

Port of Vancouver	APN 152184-000
Port of Vancouver	APN 152177-000
Port of Vancouver	APN 503030-003 (Tideland)
Port of Vancouver	APN 152166-000
Glencore Washington, LLC	APN 152907-000
Port of Vancouver	APN 152905-000
Clark Public Utilities	APN 152169-000
Port of Vancouver	APN 152903-000
Clark Public Utilities	APN 152906-000
Aluminum Co. of America	APN 152798-000
Glencore Washington, LLC	APN 152799-000
Glencore Washington, LLC	APN 152803-000
Russell Towboat & Moorage Co.	APN 152804-000
Port of Vancouver	APN 152800-000
Port of Vancouver	APN 153104-000
Glencore Washington, LLC	APN 152801-000
State of Washington	N/A
Clark County	APN 153519-000
Clark County	APN 188456-000
Port of Vancouver	APN 152370-000
Port of Vancouver	APN 500503-000 (Tideland)

Other property owners in the project area are Bonneville Power Administration (BPA), Burlington Northern Santa Fe (BNSF), and the Washington Department of Natural Resources (WDNR).

This SEPA checklist addresses modifications to the Port of Vancouver Rail Access Project, which received an MDNS from the Port as the lead agency on November 2, 2007. The Port has prepared this checklist as a supplement to the original SEPA checklist (referred to in this document as the 2007 checklist).

List of Figures and Plans:

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Figure 2	Project Detail: East Terminus
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Figure 6	Liquefaction Hazard Areas – Project Environs
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Sheet G-003	Location Plan (Kinder Morgan)
Sheet C-105	Erosion Control Plan (Kinder Morgan)

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EVALUATION FOR AGENCY USE ONLY

A. BACKGROUND

1. Name of proposed project, if applicable:

West Vancouver Freight Access (WVFA) Schedules 2-4 (addressed in a previous SEPA checklist prepared in October 2007 as the "Port of Vancouver Rail Access Project") and referred to here as WVFA Project Schedules 2-4 or proposed project. (See Figures 1-5, which illustrate the proposed project)

2. Date checklist prepared:

April 7, 2009

3. Agency requesting checklist:

Port of Vancouver (Port)

This environmental checklist has been prepared following the provisions of the Washington State Environmental Policy Act (SEPA) under Chapter 43.21C, Revised Code of Washington (RCW), Chapter 197-11, Washington Administrative Code (WAC), and Resolution #5-98 Port of Vancouver SEPA Policies & Procedures. The Port, acting as the SEPA lead agency for the proposed WVFA Schedules 2-4, has requested this review.

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

As referenced throughout this document, the Port of Vancouver has previously submitted, reviewed, and issued an MDNS for a previous alignment of the same rail project (then called the Rail Access Project). The MDNS (CP0144) was issued on November 2, 2007 and includes various mitigation measures for the project. The SEPA checklist prepared for the Rail Access Project in 2007 is identified herein as the "2007 checklist."

Additional consideration has been given to project phasing since the completion of the 2007 checklist, which indicated that the project would be completed over a two year construction phase beginning in 2009 and ending in 2011. It is now anticipated that the proposed project will be constructed in approximately six phases. The first phase will be in 2009 and will involve the construction of the rail loop track area in the vicinity of the former Evergreen and Alcoa aluminum plant sites, as well as the relocation of the Kinder Morgan facilities located along the central rail yard. Phases 2 and 3 are planned for construction in 2010 and involve improvements to the south side of the existing rail yards along the central portion of the rail alignment. Phase 4 is planned for construction in 2011 and involves improvements to the northern portion of the rail yard area along the same segment of rail track as Phases 2 and 3. Phase 5 is anticipated to begin in 2012 and includes a segment approximately 3,600 feet long of rail yard area located west of the Great Western Malt Plant facilities. A grade separation structure at or near the Gateway Avenue is also planned for construction in 2012. Lastly, improvements to the Columbia River Rail trench portion of the alignment (also referred to as "Schedule 2") are anticipated to begin in 2013 and be completed in 2017.

As the WVFA Project, Schedules 2 through 4 is developed, the Port will periodically update its website to reflect changes or refinements in the overall project schedule.

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

The Port intends to eventually (in approximately 10 years) extend the proposed rail alignment farther westward into the Columbia Gateway development. The extension of the proposed rail alignment to Columbia Gateway will begin at NW Old Lower River Road. Design for this extension has not been completed. The extension is independent of the proposed WVFA Schedules 2-4 because the proposed WVFA Schedules 2-4 will proceed regardless of whether the extension is constructed. The extension will be considered in a future SEPA document. As part of the required environmental review for the Columbia Gateway project, the Port will perform a complete analysis of the project's specific potential effects.

The Port also plans to grade and resurface (with approximately 12-inches of crushed stone and crushed concrete) a portion of the former Evergreen and Alcoa aluminum facilities at Port Terminal 5. This work is planned in order to permit outdoor storage and distribution staging for wind turbine components and automobiles. The Port has reviewed a SEPA checklist for this grading work and issued a Mitigated Determination of Non-significance (MDNS) on February 24, 2009. Site grading on the Evergreen/Alcoa property will be conducted under the authorization of grading permits issued by Clark County (County) and the City of Vancouver (City) and is outside the scope of this SEPA checklist. However, this checklist does address the additional grading and construction that will occur in order to install ballast and sub-ballast material necessary for the rail loop track that is planned on the Evergreen and Alcoa properties. In the ultimate development concept for Terminal 5, the crushed concrete and stone layer is overlain by an asphaltic concrete cap.

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

This SEPA checklist is provided as a supplement to the previous MDNS (CP0144) and addresses only the aspects of the proposed project that vary from the previous alignment. All mitigation measures issued with the previous MDNS remain valid, and any new mitigation measures proposed for the modified project alignment will be in addition to the previous mitigation measures, unless expressly stated otherwise.

Additionally, an Environmental Classification Summary (ECS) and accompanying discipline reports have been submitted to the Washington State Department of Transportation (WSDOT) for NEPA compliance review. The ECS and its supporting documentation consider potential project impacts on land use and shorelines, social elements, hazardous materials, noise, air quality, water quality, soils and geology, wetlands, cultural resources and transportation. The following documents have been prepared or are in preparation for the ECS, for on-going engineering design, or for supplementary documentation to augment other local, state, and federal permit requests:

GRI Geotechnical and Environmental Consultants, Geotechnical Investigation, Columbia Gateway Rail Expansion, December 20, 2006.

GRI Geotechnical and Environmental Consultants, Geotechnical Investigation, Dry Bulk Material Handling Facility, August 27, 2008

JD White, a division of Berger/ABAM Engineers Inc., Land Use and Shorelines Discipline Report, West Vancouver Freight Access Project, Schedules 2 through 4, March 2009. Prepared for Port of Vancouver.

JD White, a division of Berger/ABAM Engineers Inc., Rail Access Project Critical Areas Report, September 2007. Prepared for Port of Vancouver.

JD White, a division of Berger/ABAM Engineers Inc., Social Elements Discipline Report, West Vancouver Freight Access Project, Schedules 2 through 4, March 2009. Prepared for Port of Vancouver.

JD White, a division of Berger/ABAM Engineers Inc., Wetlands Discipline Report, West Vancouver Freight Access Project, Schedules 2 through 4, March 2009. Prepared for Port of Vancouver.

ICF Jones & Stokes, Air Quality Discipline Report, West Vancouver Freight Access Project, Schedules 2 through 4, March 2009. Prepared for WSDOT.

ICF Jones & Stokes, Cultural Resources Survey, West Vancouver Freight Access Project, Schedules 2 through 4, March 2009. Prepared for Port of Vancouver.

ICF Jones & Stokes, Draft Section 4(f) Evaluation, West Vancouver Freight Access Project, Schedules 2 through 4, February 2009. Prepared for Port of Vancouver.

ICF Jones & Stokes, Hazardous Materials Discipline Report, Port of Vancouver Rail Access Project, March 2009. Prepared for WSDOT.

ICF Jones & Stokes, Noise and Vibration Discipline Report, West Vancouver Freight Access Project, Schedules 2 through 4, March 2009. Prepared for WSDOT and Federal Highway Administration (FHWA).

ICF Jones & Stokes, Soils and Geology Discipline Report, West Vancouver Freight Access Project, Schedules 2 through 4, March 2009. Prepared for WSDOT and FHWA.

ICF Jones & Stokes, Transportation Discipline Report, West Vancouver Freight Access Project, Schedules 2 through 4, March 2009. Prepared for WSDOT and FHWA.

ICF Jones & Stokes, Water Quality Discipline Report, Port of Vancouver Rail Access Project, March 2009. Prepared for WSDOT.

Chris, Earle. ICF Jones & Stokes. Memorandum to Ken Hash, Washington State Department of Transportation-regarding Port of

Vancouver West Vancouver Freight Access Project, Schedules 2 through 4, Biological Assessment Addendum. April 2009.

Jones & Stokes, Biological Assessment, Port of Vancouver Rail Access Project, June 2007. Prepared for Port of Vancouver.

Seville, Steve. ICF Jones & Stokes, Memorandum to Patty Boyden, Port of Vancouver-regarding updates to the Flood Impacts Analysis, Columbia Gateway Project. April 2009.

ICF Jones & Stokes, Memorandum. Addendum to the Port of Vancouver Flood Impacts Analysis, 2006, April 13, 2009.

ICF Jones & Stokes, Memorandum. Noise Assessment for Temporary Increase in Train Horns at Thompson Avenue/W 16th Street At-Grade Crossing, 2006, April 21, 2009.

Jones & Stokes, Flood Impacts Analysis, Columbia Gateway Project, July 2006, Prepared for Port of Vancouver.

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

Immediately east of the proposed project, developers are planning a 35-acre mixed-use development located on the Columbia River waterfront at the former Boise Cascade property (See Figure 2). This project is anticipated to include 2,500 to 2,700 residential units, 200,000 square feet (SF) of retail space, 800,000 SF of commercial space and 400 hotel rooms. The waterfront development project is currently projected to be built over the course of approximately 10 to 15 years, but this build-out period ultimately will depend on market demand. It is expected that the developers of the waterfront development project will submit permit applications, including a SEPA checklist, to the City in spring 2009. The SEPA checklist and local permit applications will address the site-specific impacts of the waterfront development project, including grading disturbance, construction noise, stormwater management, traffic, and other impacts.

Additionally, the Port has submitted grading plans and a grading permit to the County for the Evergreen/Alcoa property to create a storage and distribution staging yard (called a laydown area) for wind turbine components and for automobile storage. This grading permit (GRD2009-00002/DIN2009-00013) will establish a generally uniform elevation of 30.5 feet across the site. Future compaction and additional fill will occur on this property in the locations of the future rail track to bring the top of the rail elevation to approximately 32.5 feet. It is anticipated that the future grading for the railroad track will be permitted through the City because the Port is currently seeking to annex the Evergreen/Alcoa property into the City and anticipates this process to be complete within the next 2 months.

In 2008, the Port of Vancouver completed improvements to a segment of the BNSF rail line east of the proposed project, known as Schedule 1 of the project. Schedule 1 had a separate utility from schedules 2-4 in that it was designed prepare the tracks to the east to provide improved access to two diamond crossings located near Hill Street to enable more efficient

passage by trains on the north-south main line. These two diamond crossings lower the speed at which BNSF can operate its cars on the north-south main lines (crossing the Columbia River Rail Bridge) and the west-east main line from/to Pasco, Washington. Schedule 1 of the proposed project has been permitted and construction on this project is now complete.

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

Permits anticipated for the entire WVFA Project Schedules 2-4 were identified in Section A.8 of the 2007 checklist. Because these permits have already been addressed in the previous checklist, the following permits identify only those permits anticipated for the project changes that have been made since the time of the 2007 checklist. As the proposed project changes addressed in this SEPA checklist will not impact any authorized work within the Columbia River rail trench area, the only permits anticipated to be associated with the changes are as follows:

***City**: The complete WVFA Project Schedules 2-4 and ancillary improvements will require:*

- *Type 1 post-decision review for a critical areas permit (CAP2007-00033), a shoreline substantial development permit (SHL2007-00004), and an archaeological predetermination survey (ARC2007-00047)*
- *site plan review for the new dry bulk material handling facility at the Kinder Morgan site*
- *demolition permits for rail, road, and Kinder Morgan improvements*
- *grading permits for rail, road, and Kinder Morgan improvements*
- *engineering approvals for rail, road, and Kinder Morgan improvements*
- *site plan review and commercial building permit for the Kinder Morgan dry bulk material handling facility*

***NEPA Categorical Exclusion:** Updated discipline reports and other environmental documentation have been prepared to address the proposed project changes and ensure continued project compliance with the National Environmental Policy Act (NEPA). WSDOT is the federal lead agency delegated by FHWA to review these reports which are being compiled as an Environmental Classification Summary (ECS). As part of this effort, compliance with Section 4(f) of the U.S. Department of Transportation Act of 1966; Section 106 of the National Historic Preservation Act, and Section 7 consultation under the Endangered Species Act is also required. WSDOT and FHWA will consider the analysis associated with these efforts including the recommendations made by the corresponding federal regulatory agencies when making their determination of proposed project.*

***Department of Ecology (DOE) Administrative Order:** A DOE administrative order is being requested in conjunction with a Joint Aquatic Resource Permit Application (JARPA) to permit the filling of approximately 0.17-acres of isolated wetland (Wetlands 2A and 2B) located on the Clark County Corrections Facility site (see Figure 6). These wetland impacts were addressed in the 2007 checklist. However the proposed project changes have modified the wetland mitigation site to Terminal 5 West and*

this modified wetland mitigation proposal has been addressed in the updated JARPA.

9. **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.)**

This SEPA checklist addresses modifications to the Rail Access Project proposed by the Port, which received an MDNS from the Port as the lead agency on November 2, 2007. The Port has prepared this checklist as a supplement to the original SEPA checklist (referred to in this document as the 2007 checklist). The changes that are proposed to the rail alignment in the Rail Access Project by the WVFA Project Schedules 2-4 are generally found at the western limits of the project. However, slight modifications along the entire alignment in general will result in impacts that have been minimized as compared to what was proposed under the Rail Access Project. The proposed project is illustrated in its entirety in Figures 1-4. Figure 5 compares the former alignment (Rail Access Project) to the current alignment (WVFA Schedules 2-4).

The Rail Access Project included (as does the proposed project) the construction of a pile-supported rail trench under the Columbia River Rail Bridge. This rail trench requires grading and construction of a 1,240-foot-long gravity block retaining wall and a 375-foot-long retaining/floodwall, and a 666-foot-long gravity block retaining wall to protect the proposed rail alignment from Columbia River floodwaters. The engineering design and alignment of the rail trench area remains essentially the same as discussed in the 2007 checklist; however, slight design modifications to the rail bridge and updates to the calculation of the OHWM have resulted in slightly less impact on the Columbia River. Therefore, this SEPA checklist discloses the minor modifications in the calculation of impacts to the rail trench, but does not assess any other elements of the proposed project that remain the same. Rather, this SEPA checklist will focus on the aspects of the WVFA Project Schedules 2-4 that vary from the Rail Access Project and discusses only the potential impacts and mitigation measures that are unique to the proposed changes.

As noted, the proposed changes are primarily associated with the new loop track that is proposed in the location of the former Evergreen and Alcoa aluminum facilities. These two sites have been the center of intensive manufacturing use dating back to 1940. Recently, the former aluminum processing buildings were removed from both sites. The sites are generally vacant, devoid of most vegetation, and contain remnant impervious areas from former building pads and parking areas. Consequently, grading and construction activities for the proposed project are not anticipated to have a significant adverse impact to the natural environment. However, this checklist will include a detailed discussion of the proposed alignment on the Evergreen and Alcoa properties from the proposed rail project, including areas with Ecology required restrictive covenants due to cleanup activities located on these properties. In addition, construction of the loop track provides for the possible future expansion of rail traffic above what was previously considered in the 2007 checklist.

In addition to the proposed alignment changes, recent analysis of the structures proposed for removal on the Great Western Malting site indicates that one of the proposed buildings, Building #1895 (drumhouse), is eligible for preservation under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. As this was discovered after the completion of the 2007 checklist, the anticipated impacts of demolition to this structure and proposed mitigation measures are discussed in this SEPA checklist.

Further, this checklist addresses additional rail traffic anticipated to utilize the rail facilities constructed under the WVFA Project Schedules 2 through 4. Upon full buildout of the WVFA Project Schedules 2 through 4, it is anticipated that there could be up to an annual average of ten unit trains traveling to and from the Port per day. These trains would range from 66 eighty-nine-foot-long unit cars pulled by two engines up to 174 forty-seven-foot-long unit cars pulled by an average of up to four engines. There would be slightly fewer trains traveling west of the Kinder Morgan facility because a large percentage of the Port's tenants relying on rail service are located at the eastern end of the Port. It is anticipated that the annual average number of train movements in this area would be up to three unit trains per day, ranging from 66 eighty-nine-foot-long unit cars pulled by two engines up to 174 forty-seven-foot-long unit cars pulled by and average of up to four engines.

Train traffic also consists of switch engine trips that pull the local delivery trains into the Port and separate and connect cars into the larger units. Currently, there is an average of 37 movements per day into the Port from the BNSF main line as measured across the Thompson Avenue crossing. Initially (during construction of the loop track and rail yard expansion), train traffic on the Hill track is expected to increase only slightly, by approximately two movements per day, but could increase by up to as many as seven (7) additional unit trains per day. Once the proposed rail alignment is constructed, the volume of traffic using the Hill track would decrease by approximately nine train movements per day, which would be below existing conditions at this location. The total number of switch moves is not anticipated to substantially increase under full buildout. This is because construction of the proposed loop track and expanded Jimmy yard would enable greater efficiencies in transporting and building unit trains and would allow the BNSF to operate 50-car local delivery trains compared to the existing 30-car trains.

The proposed project modifications will reduce wetland impacts from those discussed in the 2007 checklist. However this SEPA Checklist includes the addition of an alternative mitigation plan for wetland impacts. The 2007 checklist indicated that wetland mitigation would occur on the Port's Parcel 6. While the Port is still considering utilizing Parcel 6 for wetlands mitigation, Port has developed an alternative plan to install mitigation in an area just west of the former Evergreen aluminum site at the Port's Terminal 5 West property (See Figure 1). This mitigation includes approximately 0.38-acres of Category 3 wetland creation and the enhancement of 2.2-acres of wetland buffer. Because wetland mitigation at the Terminal 5 West site was not identified in the 2007 checklist, it is addressed herein. However, as an alternative to the Terminal 5 mitigation site, the Port may elect to mitigate on Parcel 6 by securing credits within an approved wetlands mitigation bank planned for the site.

From a transportation perspective, the roadway improvements described in the 2007 project SEPA Checklist remain substantially unchanged. However, the Gateway Avenue improvements have changed slightly from those identified in 2007 project SEPA Checklist. Specifically, the 2007 project SEPA Checklist indicated that an at-grade rail crossing at Gateway Avenue would be converted in the future to a roadway overpass of the rail line and that this roadway overpass would follow the alignment of the existing Gateway Avenue. While a roadway overpass is still intended for Gateway Avenue, the current plans for this road would bring the road westward from its current alignment and it would cross over the proposed rail line at approximately the northwestern property boundary of the Clark County Corrections Facility property. (see Figure 4) This is approximately 500-feet west of the formerly planned alignment.

An additional project, ancillary to the rail line improvements, is also addressed in this SEPA checklist. It is the relocation of a dry bulk material handling facility on the Kinder Morgan property (see Figure 3). At the time of the 2007 checklist, it was anticipated that the Kinder Morgan facility improvements would be completed as a separate project unrelated to the rail project. However, since 2007, the relationship between these two projects has evolved, and they are now anticipated to occur within the same timeframe and are considered to be interrelated with each other. This SEPA checklist therefore discusses the Kinder Morgan project. Kinder Morgan is a bulk cargo exporter reliant on freight rail for incoming goods shipped out of the Port of Vancouver via barge from the Port's Terminal 2. The WVFA Project Schedules 2-4 will include the following improvements at the Kinder Morgan facilities:

- *Relocation of NW Harborside Drive approximately 300 feet to the south around the Kinder Morgan facility to allow an area that will be large enough for a new rail spur line and a dry bulk material handling facility where rail shipments will arrive.*
- *Demolition of the existing bulk materials handling facility and overhead conveyor support tower*
- *Construction of a new dry bulk materials handling facility building, an approximately 50-foot wide by 230-foot long by 50-foot tall pre-engineered metal building.*
- *Excavation at the site of the future dry bulk materials handling facility of an approximate 40-foot deep pit. This pit will be designed to allow dry bulk materials to be conveyed below grade to Kinder Morgan storage facilities located south of the new dry bulk materials handling facility.*

Further, the updated rail alignment will traverse the existing Terminal 4 stormwater detention pond diagonally on an earth embankment. The earth embankment will be raised to the 26-foot elevation and become the bottom of the sub-grade for the new rail lines. This proposed design will displace approximately 35,000 CY of available water storage and treatment area of the existing pond. Modifications to the stormwater pond will include:

- *Constructing a wall along the west side of the pond, moving the edge of the pond approximately 33 feet westward.*
- *Moving the east side of the pond approximately 33 feet to the east and maintaining the 3:1 side slope.*

- *Repositioning the north side of the pond along the new earth embankment with a 2:1 side slope.*
- *Relocating the existing berm that separates the northern portion of the pond approximately 98 feet southward. The top of the berm will be approximately 10 feet wide with 2:1 side slopes. The top elevation of the berm will be approximately 16.9 feet.*
- *Replacing two crumbling gabion basket weirs with gravity block walls that are 5 feet wide with a top elevation of approximately 17.9 feet.*
- *Relocating/extending four intake drain pipes to the new pond.*
- *Relocating the 36-inch storm drainage pipe along the west side of the pond approximately 20 feet west of the new wall.*
- *Relocating illumination and electrical lines along the east side of the pond to a new Harborside Drive alignment.*
- *Relocating Harborside Drive along the east side of the pond to approximately 20 feet east of the new pond.*
- *Constructing new pond maintenance roadways into the east side slope and along the north side of the new berm.*
- *The entire pond will be surrounded by 8-foot-high fencing.*

In addition to the rail impacts at the Terminal 4 stormwater pond, railroad expansion will also impact the southern stormwater facility at the Tristar Transload facility on Parcel 1C. The existing facility consists of a traditional catchbasin, manhole, and pipe conveyance system. This system conveys flows to the bio-filtration swale before discharging to a stormwater retention facility. Once stormwater enters this retention facility, water is discharged to groundwater through infiltration. Impacts to the existing facility will include fill material that will impact approximately 1,200 square feet of infiltration area and displace a pond volume of approximately 645 cubic feet (24 cubic yards). To offset these impacts the following actions will be taken:

- *Construction of a railroad supporting retaining (T-wall) to minimize impacts to the existing facility.*
- *Expand existing pond grading to the south and south-east to create a minimum of 1,200 square feet of mitigated pond area available for infiltration.*
- *Sideslopes of the mitigated areas will not exceed the 2 to 1 side slopes of the existing facility.*
- *Using 2 to 1 side slopes, the excavation associated with this pond will create at least 645 cubic feet of new pond volume.*

In addition to the above-noted changes, the WVFA Project Schedules 2-4 will reduce impacts from the former Rail Access Project. These reduced impacts include:

- *Avoidance of 0.1 acres of mitigation wetland on Parcel 2 that were previously anticipated to be filled in their entirety (and were addressed in the 2007 checklist for the Rail Access Project).*

- *Avoidance of the 1.01 acres of mitigation wetland on Parcel 1A that were previously anticipated to be impacted (and were addressed in the 2007 checklist for the Rail Access Project).*
- *Reduction of tree removal from 256 trees totaling 452 tree units to 214 trees totaling 398 tree units. All trees proposed for removal were anticipated and included with the Rail Access Project as addressed in the 2007 checklist and no additional trees will be impacted by the proposed rail alignment and design changes.*
- *The area affected by grading activities has been reduced from 147.4 acres to 139.2 acres*
- *Reduction of inwater impacts at the Columbia River rail bridge from 0.49-acres to 0.42-acres of impact.*

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (underline one): flat, rolling, hilly, steep slopes, mountainous, other

The project area is relatively flat and slopes gently toward the Columbia River. The shoreline of the Columbia River within the project area is mostly developed and the slopes are armored with riprap. One area of vegetation exists east of the Columbia River Rail Bridge on the Lafarge Property. This area is described in Section 4, Plants, of this SEPA checklist. The Evergreen/Alcoa properties are generally flat, but are currently planned for mass grading consistent with a grading permit under review with the County (GRD2009-00002/DIN2009-00013) and the MDNS issued for the Evergreen/Alcoa laydown areas site development on February 24, 2009 (CP0162). With approval of the mass grading on these properties, uniform grades of approximately 30.5 feet will be established on this area of the project alignment.

The site of the Kinder Morgan dry bulk materials handling facility is generally level and covered with asphalt.

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

The project area is generally flat or gently rolling. The steepest existing slope in the project vicinity is located on the berm of the Terminal 4 stormwater pond, where this slope is approximately 50% (2:1). The steepest proposed slopes along the proposed rail alignment are the berms that border the track, which will be approximately 50% in some locations (2:1 slope). The maximum gradient of the rail slope in the vicinity of the pile supported rail trench is approximate 15-20%.

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 prime farmland.

According to the Natural Resource Conservation Service 2006 Web Soil Survey, most of the project area is underlain with Pilchuck fine sand, Newberg silt loam, and fill. None of the soil types in the project area are classified as highly erodable.

The GRI Geotechnical Investigation for the Kinder Morgan facility indicates that the soils at this site consist of a surface layer approximately 12 feet deep of sand fill underlain by silt and sand alluvial soils to a depth of about 55 feet. This silt and sand are underlain by gravel.

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

The project area is designated by the City as a geologic hazard area due to the potential for soil liquefaction during an earthquake. (See Figure 6, Liquefaction Hazard Areas) However, the GRI Geotechnical Investigation for the Kinder Morgan facility indicates that because the proposed structures (dry bulk handling facility and conveyor tower) will likely have periods of vibration less than 0.5 seconds, the site class can be evaluated based on the classifications without the risk of liquefaction as defined in the International Building Code (IBC).

e. **Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

No significant changes are proposed to the extent of grading and fill in the location of the Columbia River rail trench. While the alignment of the proposed rail project varies in locations from what was previously proposed, the limits of grading for the proposed project have been reduced from 147.4 acres to 139.2 acres and the total quantities of ballast and sub-ballast material required are therefore not anticipated to increase for the proposed project. Similarly, wetland fills have been reduced from what was anticipated previously. The proposed modifications have shifted the rail improvements farther south of the wetlands located on Parcels 1A and 2, thereby avoiding impacts to approximately 1.01 acres and 0.01 acre of Category 3 wetland, respectively.

The proposed project modifications involve grading impacts at the T-4 stormwater pond, where design changes position the rail alignment diagonally across an existing earth embankment of the detention pond. The earth embankment will be raised to the 26-foot elevation and become the bottom of the sub grade for the new rail lines. This proposed design will displace approximately 35,000 cubic yards (CY) of available water storage and treatment area of the existing pond. In order to replace this storage capacity the pond will be reconstructed requiring approximately 50,000 CY of cut and fill to make the following modifications:

- *Constructing a wall along the west side of the pond, moving the edge of the pond approximately 33 feet westward.*
- *Moving the east side of the pond approximately 33 feet to the east and maintaining the 3:1 side slope.*
- *Repositioning the north side of the pond along the new earth embankment with a 2:1 side slope.*
- *Relocating the existing berm that separates the northern portion of the pond approximately 98 feet southward. The top of the berm will be approximately 10 feet wide with 2:1 side slopes. The top elevation of the berm will be approximately 16.9 feet.*
- *Replacing two crumbling gabion basket weirs with gravity block walls that are 5 feet wide with a top elevation of approximately 17.9 feet.*

Proposed impacts at the Tristar Transload facility on Parcel 1C will require a partial fill of the southern stormwater facility. Placement of fill at this site will impact approximately 1,200 square feet of infiltration area and displace a pond volume of approximately 645 cubic feet (24 cubic yards). To offset these impacts the following actions will be taken:

- *Construction of a railroad supporting retaining (T-wall) to minimize impacts to the existing facility.*
- *Expand existing pond grading to the south and south-east to create a minimum of 1,200 square feet of mitigated pond area available for infiltration.*
- *Sideslopes of the mitigated areas will not exceed the 2 to 1 side slopes of the existing facility.*
- *Using 2 to 1 side slopes, the excavation associated with this pond will create at least 645 cubic feet of new pond volume.*

In addition to the grading impacts noted above, grading will occur at the Kinder Morgan facilities for site development and for excavation of the concrete pit for the sub-grade conveying system that is planned. For this facility, asphalt and soils at the new building site will be prepped for placement of a new concrete foundation. Approximately 5,200 CY of asphalt will be removed. Approximately 15,000 CY of excavation will be required to bring the site to the appropriate elevation for the facility. Approximately 38,000 CY of additional excavation will be required for the below-grade construction necessary for the conveying system. The major below-grade construction consists of a concrete pit for the conveying system transfers with a pit bottom elevation of -1 foot 4 inches (NGVD 29). Excavation and fill will also be associated with utility trenching (approximately 1,000 CY). Asphalt will be recycled at an appropriate upland location. As noted in the GRI geotechnical study completed for this project, excavation depths will range from 15 feet to 35 feet and it should be assumed that groundwater will be encountered during excavation. The method of excavation and the design of temporary dewatering and excavation support will be the responsibility of the contractor.

At the Terminal 5 West wetland mitigation site, approximately 600 cubic yards of surface material will be excavated to create 0.38-acres of Category 3 wetland. This excavation will occur at varying depths between 6 inches and 1-foot in order to lower the base elevation sufficiently to induce interactions with seasonally high groundwater levels.

As was discussed in the 2007 checklist, all areas of the proposed rail alignment, except for the portion within the shoreline area, will require grading and compaction to provide an adequate base to support heavy freight rail usage.

The source of fill for the work described above will vary depending on the location and extent of grading. In the location of the Terminal 4 detention pond, it is anticipated that existing earth materials that comprise the current berms that contain the pond will be used to avoid import material as much as possible. In other locations, engineered rip rap and clean fill material will be used per geotechnical recommendations.

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

The proposed alignment changes will not occur in any areas that are known to be uniquely susceptible to erosion. As identified in the 2007 checklist, there are no designated erosion hazard areas in the project area as defined by City code (Vancouver Municipal Code [VMC] 20.740.130). Ground disturbance, such as site grading and earthwork during construction could result in some soil erosion but potential erosion impacts will be mitigated by the implementation of best management practices (BMPs) for erosion control consistent with federal, state and local (VMC Chapter 14.24) regulations. Therefore, no significant environmental impacts are anticipated.

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

Changes to the proposed rail alignment have resulted in a small area of new impervious surface and a larger area of impervious surface that will be converted to pervious surface. The original proposed action would have created 2.51 acres of impervious surfaces and would have converted 6.43 acres from impervious to pervious surface, resulting in a net reduction of 3.92 acres of impervious surface area altogether. In the current proposal, the quantity of new impervious area would be 3.82 acres, and 10.93 acres of existing impervious would be converted to pervious, resulting in a net conversion of 7.1 acres of impervious to pervious surface area.

Proposed rail lines will be considered 100% pervious. Therefore as impervious areas are converted to future rail operations there is a net reduction in impervious surfaces on the site and future rail areas are 100% pervious. With regard to the proposed revisions, the only area that would not be 100% pervious after construction exception is the Kinder Morgan area, where building and site improvements are proposed. On the Kinder Morgan site, it is estimated that approximately 95% of the site will be impervious after the proposed site revisions.

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

As noted, the proposed project changes have reduced the limits of grading for the project and have resulted in the avoidance of approximately 1.01 acres of Category 3 wetland located at Parcel 1A and 0.01 acre of Category 3 wetlands located at Parcel 2. The only notable changes to the extent of grading impacts for the project relate to the redesign of the Terminal 4 stormwater pond, impacts to the Tristar Transload facility stormwater pond, and the excavation of the pit at the Kinder Morgan facility. Consistent with the mitigation measures identified in the 2007 checklist, erosion control for construction will be achieved by the implementation of erosion and sediment control BMPs developed and implemented to comply with the requirements specified in the grading permit (obtained from the City), NPDES General Construction and Stormwater Permit, stormwater pollution prevention plan (SWPPP), and temporary erosion and sedimentation control plan (TESC plan).

Because grading impacts for the rail trench portion of the project have not changed substantially from the 2007 checklist, no updated or special mitigation measures are proposed for that portion of the alignment.

As addressed in the 2007 checklist, roadway approaches will be engineered according to American Association of State Highway and Transportation officials (AASHTO) specifications in order to support the structure on the known soils and to withstand seismic activity.

As stated in the GRI geotechnical report for the improvements for the Kinder Morgan dry bulk material handling facility, dewatering wells or well points will likely be required to maintain a groundwater level below the bottom of the excavation at this location. Shoring of portions of the excavation may also be needed due to space considerations. Temporary excavation slopes should be made no steeper than 1H:1V, and permanent cut and fill slopes should be no steeper than 2H:1V. Additional construction and excavation methods should follow the professional recommendations of the August 27, 2008 geotechnical investigation report.

2. **Air**

a. **What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.**

The proposed project changes are not anticipated to increase the level or types of emissions discussed in the 2007 checklist. In conjunction with the NEPA review for the project, ICF Jones & Stokes prepared an updated air quality discipline report (dated March 2009) that considers additional rail traffic discussed in the project description. As the report states, the increase in unit trains will not result in exceedance of applicable air quality thresholds. The report goes on to state that the level of switch engine traffic within the Port is unlikely to significantly change compared with existing conditions and will likely decrease switch engine usage outside the Port due to train congestion relief that the project will alleviate. The report concludes that the proposed project would not cause an emission increase by switch engines, but it would simply change the location where those emissions occur. As discussed in this report, operational air quality emissions will cause no significant impact.

Proposed improvements at the Kinder Morgan facility will result in the replacement of the existing open-air handling facility with a fully enclosed structure. Therefore, any fugitive dusts or inadvertent spills that may occur from this facility in the future will be contained within the concrete slabs of the new unloading facility or inside the enclosed conveying system. Therefore, no new air emissions are anticipated to occur on the Kinder Morgan site.

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

The proposed design modifications do not alter the findings of the 2007 checklist which indicated that there are no known off-site sources of air emissions or odor that would affect the project.

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

The new dry bulk material handling facility at the Kinder Morgan site will be designed as a fully enclosed structure, which will limit dust emissions from loading and distribution activities at this site. Further, dust collection equipment will be installed at the intersection points of conveyors at the Kinder Morgan facilities. Enclosed galleries will be installed around new external conveyor systems to prevent release of dust. No other mitigation measures are proposed as the 2007 checklist included provisions for dust suppressants and compliance with conditions of demolition permits for building demolition.

3. Water

a. Surface:

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

The proposed modifications will cause no new impacts to surface waters. The proposed rail alignment on the Evergreen/Alcoa property will be approximately 250 feet from the ordinary high water mark (OHWM) of the Columbia River. As discussed in the 2007 checklist, the eastern portion of the proposed project will be constructed on lands immediately adjacent to the Columbia River and partially within the OHWM of the river. In addition, there are three depressional freshwater wetlands in the project area.

One of these wetlands is located in an existing wetland mitigation site on Port-owned Parcel 1A. The two other wetlands (wetlands 2A and 2B) are designated Category 3 wetlands (per Washington State Department of Ecology [Ecology] ratings) and are located immediately adjacent to the Clark County Correctional Facilities near the western terminus of the project (see Figure 6). West of the proposed project is an area known as Terminal 5 west, where the Port intends to install wetland mitigation.

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

The proposed modifications will reduce the extent of project impacts to surface water bodies and wetlands. Specifically, the proposed modifications will shift the rail alignment south of Parcel 1A to avoid 1.01 acres of permanent impact to a Category 3 wetland and would avoid the wetlands on Parcel 2 (that were previously impacted as presented in the 2007 checklist). Impacts on the Columbia River from construction of the rail trench would also be slightly less at 0.42 acre of impact compared with the 0.49-acres of impact anticipated in the 2007 checklist. Other impacts to surface waters remain unchanged from those discussed in the 2007 checklist.

(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.**

The 2007 checklist identified total impacts of 1.19 acres to depressional wetlands within the project area and 0.49 acre of impacts to waters of the

US and waters of the state in the vicinity of the Columbia River Rail Bridge. As noted, the proposed modifications will result in the avoidance of impacts to approximately 1.01 acres of Category 3 wetlands on Parcel 1A and 0.01 acres of Category 3 wetlands on Parcel 2, thereby reducing the total wetland impacts to 0.17 acre compared with the analysis presented in the 2007 checklist. (See Figures 7 and 8)

The proposed changes will reduce the impacts to waters of the US and waters of the state in the vicinity of the Columbia River Rail Bridge by approximately 80 lineal feet and by approximately 0.07-acres as the area of impact is reduced to 0.42 acres compared with 0.49 acres of impact under the 2007 checklist.

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

The proposed project will not require surface water withdrawals or diversions.

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

As indicated in the 2007 checklist, Jones & Stokes conducted a flood impacts analysis to determine the potential effects of the proposed Rail Access Project as it was defined in 2007 and a separate proposed development (the Columbia Gateway project) on flood elevations and velocity in the Columbia River upstream and downstream of the project area. (See Figure 9, Floodplain Map) The analysis indicated that the combined effect of these projects will raise the base flood elevation by no more than 0.05 foot at any modeled cross- section. Similarly, the velocity of the Columbia River will be changed by no more than –0.01 to +0.03 feet per second at any modeled cross-section. These values indicate an essentially negligible effect on Columbia River water surface elevations and velocities. Based on the conclusions of the flood impacts analysis, the proposed project in combination with anticipated future fills at the Columbia Gateway project will cause a rise of less than 0.1 foot in the 100-year flood elevation and therefore will comply with the City's no-rise flood policy (VMC 20.740.120).

ICF Jones & Stokes has issued an addendum to this report to address the new project alignment and to address minor fills that will occur to isolated depressions that fall below the 100-year base flood elevation but are surrounded by areas that are above the 100-year floodplain. This updated memorandum, dated April 13, 2009, includes the following discussion: "The proposed construction within the isolated floodplains was not included in the 2006 zero-rise analysis, but is not expected to affect the calculated water surface elevations as presented in the 2006 analysis. This is because the isolated floodplains are not directly connected to the main channel flows. The isolated floodplains are created by the high ground and levees that surround the proposed construction site." The report further concludes that, "...since the isolated floodplains are surrounded by high ground that protects against the 100-year flood and are only connected by drainage culverts, the Proposed Project does not need to be re-analyzed in a new zero-rise analysis."[1] As a consequence,

[1] Seville, Steve, Addendum to the Port of Vancouver Flood Impacts Analysis, April 13, 2009, p. 2,

the proposed project revisions are not anticipated to have any additional affect on flood elevations from the impacts addressed in the 2007 checklist.

(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 proposed modifications will not result in the discharge of waste materials to surface waters.

b. **Groundwater:**

(1) **Will groundwater be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities, if known.**

No aspect of the WVFA Project Schedules 2-4 (including the proposed project modifications discussed herein) will require any permanent withdrawal of or discharges to groundwater. Temporary dewatering of groundwater will likely occur at the Kinder Morgan site with the concrete pit excavation to ensure pit stability for the foundation pour. Groundwater pumped from the excavation pit during construction will be conveyed to a temporary settlement basin located in the project area and subsequently discharged to the Port's existing stormwater water treatment system. Based on the dewatering design, the Port will evaluate if groundwater will need to be tested prior to discharge to Port's existing stormwater treatment system. However, upon completion of the construction activities at the Kinder Morgan site, no further discharges to or withdrawals from groundwater are anticipated. The specific quantity of groundwater that will be pumped from the excavation pit during construction is not known at this time and will depend on hydraulic conductivity found during construction and the ultimate duration of construction.

(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.**

The 2007 checklist identifies areas where the proposed rail project will traverse properties that contain known hazardous material contamination sites. The proposed modifications do not alter the impacts to these contamination sites as discussed in the 2007 checklist.

In addition to the areas discussed in the 2007 checklist, the proposed modifications extend the rail line into the site of the former Evergreen and Alcoa aluminum processing plants, where known hazardous material contamination has occurred, as discussed in the March 2009 ICF Jones & Stokes hazardous materials discipline report. These sites of contamination exist on tax lot parcels 152799-000 (formerly Evergreen aluminum), 152798-000 (formerly Alcoa), 152903-000 (formerly Alcoa), and 152905-000 (formerly Alcoa).

Because the Port will ensure that construction methods on and around known contamination sites comply with all Ecology administrative orders, consent decrees, and restrictive covenants, it is not anticipated that the proposed modifications will result in ground or surface water impacts from the release of hazardous materials at any of the sites described above.

c. Water Runoff (including storm water):

(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.

Changes to the proposed rail alignment have resulted in a small area of new impervious surface and a larger area of impervious surface that will be converted to pervious surface. The original proposed action would have created 2.51 acres of impervious surfaces and would have converted 6.43 acres from impervious to pervious surface, resulting in a net reduction of 3.92 acres of impervious surface area altogether. In the current proposal, the quantity of new impervious area would be 3.82 acres, and 10.93 acres of existing impervious would be converted to pervious, resulting in a net conversion of 7.1 acres of impervious to pervious surface area. The proposed modifications occur primarily to rail track, which will be predominantly composed of crushed ballast (rock material), a pervious material that will allow for natural stormwater infiltration. Where new impervious surfaces are created, stormwater runoff generated during construction and operation will be directed to stormwater systems designed to the standards of the Stormwater Manual for Western Washington, and will be consistent with the requirements of the WSDOT (2006) Highway Runoff Manual.

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

It is not anticipated that the proposed project changes will cause waste materials to enter ground or surface waters. Rail construction occurring on or adjacent to contamination areas will be conducted consistent with agreed upon methods as determined by Ecology in consultation with the Port as required under the NPDES construction permit. As noted above, stormwater from the proposed project will be minimal as the predominant surfacing material for the proposed project will be crushed rock ballast material, a pervious surface.

As noted, the proposed project changes will require the reconstruction of a portion of the Terminal 4 stormwater pond and the Tristar Transload facility stormwater pond. During grading activities around this stormwater pond, BMPs for erosion control will be implemented to prevent excessive siltation.

In addition to the BMPs listed later in this document, appropriate care will be taken during the deep pit excavation phase at the Kinder Morgan site to guard against any leaks of fuels or lubrication materials from construction equipment inside the excavation and no construction or other waste materials will be allowed to remain in the excavation area.

Final construction of the Kinder Morgan dry bulk material handling facility will include a completely enclosed, contained unloading operation with water stops at all construction joints in the 31-foot deep pit, concrete surfaces with contained drainage in all operational areas, and an

enclosed, contained rail car wheel wash that will use recycled water from the wash operation to prevent migration of materials out of the facility. Excess water from the wheel wash operation will be pumped to the Port's existing water treatment facility.

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

Mitigation/conditions of approval issued with the Rail Access Project SEPA MDNS remain applicable to the WVFA Project Schedules 2-4.

As noted, the modifications will require the reconstruction of a portion of the Terminal 4 stormwater and the Tristar Transload facility stormwater pond. During grading around this stormwater pond, BMPs for erosion control and all other conditions of the NPDES construction permit will be implemented to prevent excessive siltation.

Because the Port will comply with all Ecology administrative orders, consent decrees, restrictive covenants, and construction permits, the construction of the proposed project will not result in ground or surface water impacts from the release of hazardous materials at any of the sites described. If construction must occur within areas covered under existing restrictive covenants, consent decrees, or other Ecology orders, the Port will obtain authorization from Ecology prior to start of construction and will comply with any final conditions required by Ecology regarding construction methods at the affected site(s).

Further, during construction of the Kinder Morgan facility, all equipment allowed on site will be well maintained and be monitored for any fluid leaks. Erosion control measures, including silt fences, bio-bags and a settlement pond, will be in place during all construction activities. Groundwater encountered during excavation will be pumped to a temporary settlement pond and thereafter discharged to an existing storm water treatment facility.

In the permanent Kinder Morgan dry bulk material handling structure, below-grade concrete will be waterproofed and all joints will have water stops to prevent the entry of groundwater into the structure. The final project will employ completely enclosed, curbed containment areas and dust control to minimize impacts to ground surface. The permanent stormwater system at Kinder Morgan will be designed to allow stormwater conveyance from roof drains and on-site catch basis to both the Port's permanent stormwater detention pond and to a newly relocated Port-owned wastewater treatment facility. The primary destination for stormwater in the operating area will be the wastewater treatment facility. However, if water sampling taken from this system can demonstrate that copper and zinc levels do not exceed the thresholds of Kinder Morgan's National Pollution Discharge Elimination System (NPDES) permit, this stormwater may be rerouted in the future to the Port's stormwater detention system.

The proposed project modifications will reduce wetland impacts from those addressed in the 2007 checklist. However, as noted, the Port is proposing two alternative mitigation plans for the wetland impacts associated with the WVFA Project, Schedules 2-4. The first alternative is to construct wetland mitigation in an area just west of the former Evergreen aluminum site at the Port's Terminal 5 West property (See

Figure 1). This mitigation will involve wetland creation using standard mitigation ratios approved by the Department of Ecology and consistent with the mitigation ratios listed in Table 20.740.140-8 of the City's Critical Areas Ordinance. The proposed mitigation includes approximately 0.38-acres of Category 3 wetland creation and the enhancement of 2.2-acres of wetland buffer. As an alternative to the Terminal 5 mitigation site, the Port may elect to mitigate on Parcel 6 either directly (as discussed in the 2007 checklist) or indirectly through securing credits within an approved wetlands mitigation bank on the site. The proposed wetland creation measures are commensurate with the recommendations of Ecology and the City and will ensure that the project does not result in a net loss of wetland and wetland buffer functions.

4. Plants

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

- ☒ **Deciduous tree: alder, maple, aspen, other: oak, cherry, tulip**
- ☐ **Evergreen tree: fir, cedar, pine, other**
- ☒ **Shrubs**
- ☒ **Grass**
- ☐ **Pasture**
- ☐ **Crop or grain**
- ☒ **Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other**
- ☐ **Water plants: water lily, eelgrass, milfoil, other**
- ☐ **Other types of vegetation**

The above-noted vegetation types are found generally within the proposed project alignment and within the Terminal 5 West mitigation site.

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

When compared with the impacts addressed in the 2007 checklist, the alignment and construction changes proposed with the WVFA Project Schedules 2-4 will result in reduced impacts to vegetation and trees.

The reduction in tree removal is associated with alignment modifications in the vicinity of the Parcel 1A mitigation area. (See Figures 10 and 11) The previous project anticipated the removal of 72 trees on Parcel 1A. These trees equaled 124 tree units (per the City's tree conservation ordinance) composed of 52 black cottonwood trees, 15 Pacific willow trees, four Oregon ash trees, and one Douglas fir tree. The proposed modifications to the rail alignment will require the removal of 30 trees on Parcel 1A, reducing tree impacts on the Parcel 1A mitigation site by 42 trees.

Additionally, compared to the Rail Access Project, the proposed project will reduce impacts to wetlands and other waters and wetland vegetation. This reduction is associated with the new alignment design adjacent to Parcel 1A. Whereas the earlier project anticipated 1.01 acres of impacts to palustrine forested and emergent wetlands on Parcel 1A, the WVFA Project Schedules 2-4 avoids any permanent wetland impacts on Parcel 1A entirely. However, approximately 0.08 acre of wetland buffer on Parcel 1A will still be impacted.

In addition, the WVFA Project Schedules 2-4 would also result in the avoidance of wetland and buffer impacts on Parcel 2. Impacts on the Columbia River would also be slightly less at 0.42 acre compared with 0.49 acre.

Additional impacts associated with wetland are discussed in Section 8.h of this SEPA checklist.

Tree and vegetation removal elsewhere within Schedules 2-4 of the WVFA Project will be the same as those addressed in the SEPA MDNS for the Rail Access Project. Thus, in totality, the proposed project changes will result in reduced vegetation impacts.

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

No federally listed plant species exist in the project area.

*A plant species listed as State Sensitive, Western ladies' tresses (*Spiranthes porrifolia*), occurs several miles west of the project area on Parcel 3 and will not be affected by the proposed project.*

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

The proposed project changes will reduce tree removal and vegetation impacts from those anticipated in the 2007 checklist. As a result, no new measures are proposed to address and/or vegetation removal anticipated from the proposed project.

5. **Animals**

a. **Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:**

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

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

Sandhill cranes are known to use the area in the vicinity of the site. Sandhill cranes are listed by the state as endangered but are not listed by the federal government.

According to the biological assessment prepared by Jones & Stokes for the proposed project, the Columbia River supports the following 14 threatened or endangered evolutionarily significant units (ESUs) and distinct population segments (DPSs) of Pacific salmon, steelhead, and bull trout:

- *Lower Columbia River Chinook ESU*
- *Upper Columbia River spring-run Chinook ESU*
- *Snake River fall-run Chinook ESU*
- *Snake River spring/summer-run Chinook ESU*
- *Upper Willamette River Chinook ESU*
- *Columbia River chum ESU*
- *Lower Columbia River coho ESU*
- *Lower Columbia River steelhead DPS*
- *Upper Columbia River steelhead DPS*
- *Snake River Basin steelhead DPS*
- *Middle Columbia River steelhead DPS*

- *Upper Willamette River steelhead DPS*
- *Snake River sockeye ESU*
- *Columbia River bull trout DPS*

Critical habitat, which has been designated for all of these salmonid species except lower Columbia River coho salmon, includes the Columbia River channel contiguous to the proposed WVFA Project Schedules 2-4. Critical habitat for the Columbia River bull trout is not designated in the project area.

In addition, ICF Jones & Stokes has prepared an addendum to the Biological Assessment to include the southern distinct population segment (DPS) of eulachon (Thaleichthys pacificus). This population was proposed for listing on March 13, 2009 (74 Federal Register [FR] 10857). Most eulachon in the southern DPS originate in the Columbia River Basin. The principal spawning runs occur in the mainstem river from the upper estuary (river mile [RM] 25) to Bonneville Dam (RM 146), with a major secondary run in the Cowlitz River and minor or sporadic runs in additional tributary rivers including the Grays, Skamokawa, Elochoman, Kalama, Lewis, and Sandy Rivers (BRT 2008).

Although formal consultation regarding this issue has yet to be completed between WSDOT and the US Fish and Wildlife Service and the National Marine Fisheries Services (collectively the Services), a formal concurrence from these agencies is expected in early July and it is not anticipated that the proposed project would adversely affect these species. This is because the effects are expected to be similar to or less than those previously disclosed on other migratory fish species for which a determination of may effect, unlikely to adversely affect was issued. Impacts would likely be less because eulachon do not have any apparent preference for shallow nearshore habitat, nor do they seem to be responsive to conditions in the riparian environment near their spawning or migrating grounds. At least some eulachon might occur in the nearshore environment, though, and so their exposure to potential effects associated with pile driving, potential material spills, and work within the riparian area would be substantially similar to that described in the BA with reference to juvenile salmonids. In the unlikely event that adverse effects are anticipated, the Port will implement the measures required by the Services through Section 7 Consultation with WSDOT.

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

The project area is situated in the Pacific Flyway, a broad bird migratory corridor that extends from Alaska to Central America, and is used by hawks, falcons, songbirds, shorebirds, and sandhill cranes. Because the project area is in an urban industrial locale, critical stopover areas are not expected to occur on site.

Because the changes associated with the proposed project will not impact any undeveloped properties currently serving as a stopover or habitat for migrating waterfowl and other birds, no new impacts will result from the proposed WVFA Project Schedules 2-4.

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

No new mitigation measures are proposed with the WVFA Project Schedules 2-4 as no new impacts will result from the proposed

modifications. Therefore, the mitigation/conditions of approval issued with the Rail Access Project MDNS are still applicable and remain unchanged for the proposed project.

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.**

The proposed WVFA Project Schedules 2-4 will not change the nature of the energy needs of the project or future energy requirements of the rail system. The trains that it will support will burn diesel fuel. All necessary signals, switches, and track lighting will be powered by electricity. Electricity will also be used to operate the Kinder Morgan rail unloading and dry bulk handling facilities.

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

The proposed project will not affect the existing or potential future 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:**

Similar to the Rail Access Project, the proposed project will decrease delays for Port trains and for trains traveling the BNSF main lines. A reduction in train delays will reduce engine idle time, and thus the consumption of diesel fuel. Reducing train delays will also encourage rail shipping and passenger rail traffic, thus reducing fuel consumption by trucks and personal vehicles. Additionally, the dry bulk material handling facility building at Kinder Morgan will be designed to comply with the requirements outlined in the Washington State Energy Code.

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.**

In addition to the contaminated areas discussed in the 2007 checklist, the proposed project design changes extend the rail line into the site of the former Evergreen and Alcoa aluminum facilities, where known hazardous material contamination has occurred as discussed in a March 2009 Hazardous Materials Discipline Report prepared by ICF Jones & Stokes. These contamination sites exist on tax lot parcels 152799-000 (formerly Evergreen aluminum), 152798-000 (formerly Alcoa), 152903-000 (formerly Alcoa), and 152905-000 (formerly Alcoa).

The contamination on these sites was generated from past activities associated with aluminum smelting and manufacturing of aluminum products. The Department of Ecology is aware of the contamination found on these properties and has issued agreed orders and consent decrees for remediation on these properties, which is either completed or in process. Existing groundwater monitoring wells are found on these sites and may require being raised to the new grade or for relocation with the proposed project. Activities affecting these wells would be conducted in

compliance with the conditions of the permit that will be obtained from Ecology.

Additionally, the proposed project will increase, in the short term, the potential for environmental health hazards locally (i.e., the project site). The increased risks will result from the presence of petroleum products (e.g., diesel fuel, gasoline, oil, hydraulic fluid, etc.) associated with equipment and vehicles involved in construction activities. Several best management practices (BMPs) will be employed during construction to minimize the risk and prevent mobilization of contaminants if a release does occur. These activities are not anticipated to be substantially different from those already disclosed in the 2007 checklist.

Further, the existing bulk material handling facility at the Kinder Morgan site has the potential to contain lead paint that could be disturbed with demolition of this building.

(1) Describe special emergency services that might be required.

The proposed project will not alter the degree of demand for emergency services associated with the Rail Access Project as disclosed in the 2007 checklist.

(2) Proposed measures to reduce or control environmental health hazards, if any:

Consistent with the mitigation measures addressed in the 2007 checklist for the entire project's activities, the Port will include the following provisions in their construction contracts related to construction of the loop track:

- *The contractor will provide hazardous materials awareness training to all grading and excavation staff.*
- *The contractor will implement a contingency plan to identify, segregate, and dispose of hazardous waste in full accordance with Ecology's Model Toxics Control Act (MTCA). All remediation work must be conducted by staff trained in hazardous waste operations and emergency response (HAZWOPER).*
- *The contractor will implement BMPs to minimize the potential for a release to soil, groundwater, or surface water during construction.*

Additionally, as identified in the 2009 hazardous materials discipline report prepared by ICF Jones & Stokes, the Port will coordinate with Ecology to ensure that work is conducted in accordance with restrictive covenants, will replace groundwater monitoring wells removed during construction, and will conduct rail construction in accordance with a site-wide contaminated material management plan. Should construction methods or design refinements require work outside of the scope of existing restrictive covenants and consent decrees, the Port will coordinate with the DOE to obtain any necessary revisions to these documents and will comply with any final conditions required of DOE regarding construction methods at the affected site(s).

More specifically, it is anticipated that two monitoring well clusters will be relocated to accommodate the rail corridor. The new locations will be in a similar area of the site and monitor similar geologic units (shallow, intermediate, deep, and aquifer) as the original wells. Both of the

replacement well clusters will be constructed according to the Department of Ecology requirements for the site. In addition, the elevation of existing monitoring wells will be modified to facilitate site development.

The Port of Vancouver will supply on-site contractors at the Kinder Morgan property with a soil management plan that will address proper testing, handling, and disposal practices for any potential hazardous material, including lead paint, that may be disturbed or encountered with site demolition and construction activities.

b. Noise

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

Existing noise conditions within the proposed project are unchanged compared with what was presented in the 2007 checklist. The noise analysis conducted by ICF Jones & Stokes and presented in the March 2009 noise and vibration discipline report also considers increase noise from additional train traffic.

(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.

A noise and vibration assessment was conducted by ICF Jones & Stokes (March 2009) to analyze the possible impacts of Schedules 2 through 4 of the WVFA project on noise-sensitive and vibration-sensitive receivers, such as neighboring residential areas. This study included the increased rail traffic associated with the proposed project and concluded that the WVFA Project Schedules 2-4 will not result in significant impacts on residential neighborhoods located near the eastern limits of the project based on federal rail guidance for analyzing impacts associated with rail noise.

ICF Jones & Stokes has prepared a technical memorandum supplement to the March 2009 noise and vibration assessment that addresses short-term noise at the Thompson Avenue/16th Avenue at-grade crossing on the rail line called the "Hill track." Initially (after construction of the loop track and rail yard expansion), train traffic on the Hill track is expected to increase only slightly, by approximately two movements per day, but could increase by as many as seven additional unit trains per day. This increase of up to seven unit trains per day would only occur once a new tenant was identified for Terminal 5, the facilities were developed and built, and if existing Port tenants expanded their operations to full capacity based on rail constraints. It is more likely that during this phase, train traffic would increase by some smaller number. For the purposes of the noise analysis of the project, it is assumed that train traffic would increase by the full amount during this interim phase.

According to the Federal Railroad Administration (FRA) model for train horns even with the unlikely high-traffic scenario of up to seven additional trains per day through this intersection during the buildout period, noise levels would not exceed federal thresholds. After project buildout (estimated to occur in 7 to 10 years), the volume of traffic using the Hill track would decrease by approximately nine train movements per day plus the majority of any new train traffic expansion that had occurred as a

result of future growth. This would represent a decrease below existing conditions at this location.
[2]

In addition to residential receivers, noise concerns have been raised at the Tidewater Barge office building, a commercial business use. Although this use is not considered to be a noise sensitive receiver by WSDOT and is not subject to federal guidance for analyzing noise impacts, the Port and Tidewater are working to address noise concerns at this location.

An additional noise sensitive receiver has also been identified in the project area, the Clark County Correctional Facilities. ICF Jones & Stokes analyzed the impacts of the proposed project on the Clark County Corrections Facility located on tax lot 152170-000. This noise analysis has concluded that the proposed project will not have a significant impact on the Clark County Corrections Facility.

These findings also indicate consistency with VMC section 20.935.030 and with Chapter 173-60 of the Washington Administrative Code (WAC) which identify maximum permissible noise levels between a noise-generating use and adjoining lands. Consistent with WAC 173-60-050.4(C), rail operations are exempt from the state regulatory guidelines governing noise generation. VMC 20.935.030.A also exempts uses listed as exempt in WAC 173-60-050. Rail construction noise, however, is not an exempt use and the March 2009 noise and vibration assessment determined that construction noise levels will not exceed the thresholds established in VMC section 20.935.030 and WAC173-60-040.

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

No measures are proposed to reduce or control noise impacts as no significant impacts are anticipated although the Port is continuing to work with Tidewater to address noise concerns at this location.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The proposed WVFA Project Schedules 2-4 traverses land currently occupied by heavy industrial uses. Industrial plan and zoning designations of the lands immediately adjacent to the proposed WVFA Project Schedules 2-4 have been in place for almost 50 years.

b. Has the site been used for agriculture? If so, describe.

No areas of the site have been used for agriculture. Industrial plan and zoning designations of the lands immediately adjacent to the proposed WVFA Project Schedules 2-4 have been in place for almost 50 years.

c. Describe any structures on the site.

Over the proposed WVFA Project Schedule 2-4 alignment, structures include the Lafarge pipeline bridge that connects the facility and loading dock; the Columbia River Rail Bridge; a section of Columbia River flood control levee; a guard shack at the former Evergreen / Alcoa facilities;

[2] Jim Wilder, Noise Assessment for Temporary Increase in Train Horns at Thompson Avenue/W 16th Street At-Grade Crossing, April 21. 2009

several industrial structures on the Great Western Malting site; a small shed west of the General Chemical site; a stormwater detention pond; various access roads and existing rail alignments, including an at-grade rail crossing over NW Gateway Avenue; and multiple utility lines and supporting infrastructure.

Additionally, the following structures are present on the Kinder Morgan site: two bulk storage buildings, two rail unloading buildings, one building for electrical equipment, one building for water treatment, one building for spare parts storage, one control building adjacent to the unloading facility and the existing conveying equipment.

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

The 2007 checklist identified that numerous structures would be demolished with the Rail Access Project. For the most part, the proposed revisions will not require any additional demolition from that described in the 2007 checklist. However, the proposed project revisions include demolition of facilities at the Kinder Morgan operations that were not addressed in the 2007 checklist. These facilities include Port buildings 2755, 2765, 2775, 2785, and 2795, which would be relocated to the south side of the proposed rail alignment.

The Kinder Morgan facility relocation would entail the construction of a new conveyor system, including associated ground disturbance. The existing structures have been surveyed for hazardous materials. No asbestos was identified; however, a lead-based paint was used on the structural steel. Demolition of the existing facility will comply with the Code of Federal Regulations (CFR) governing lead-related construction activities. The potentially contaminated soils surround the existing rail unloading facility will be segregated and tested to determine any specific disposal requirements.

In addition to the Kinder Morgan facilities, other buildings will be demolished for the WVFA Project, Schedules 2-4. While these buildings were addressed generally in the 2007 checklist, they are identified in more specific detail below:

- *Port Building 1895 – The Great Western Malting Company Drum House and a portion of the adjacent grain storage silos (Port Building 1895) would be removed. Some functions contained in the Great Western Malting plant's facility's affected portions would be relocated into a new facility on the site.*
- *Port Building 1955 – A United Harvest Grain maintenance and operations building (Port Building 1955) would also be relocated.*
- *Port Building 2045 – In addition, the front portion of a Port warehouse (Port Building 2045) would be removed, but the remaining portion of the warehouse would remain.*
- *Port Buildings 2775, 2785, and 2795 would be relocated to the south side of the proposed rail alignment. This relocation would entail the construction of a new conveyor system, including associated ground disturbance. The existing structures have been surveyed for hazardous materials. No asbestos was identified; however, a lead-based paint was used on the structural steel. Demolition of the existing facility will comply with the Code of Federal Regulations (CFR) governing lead-related construction activities.*

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

Most of the project site is zoned heavy industrial (IH) and is in the City. Two tax lot parcels (152799-000 and 152798-000) remain in Clark County but are currently the subject of an annexation request to the City. They are currently zoned MH (Heavy Manufacturing) in the County, but upon annexation would be rezoned to IH in the City.

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

According to the Clark County GIS database and comprehensive plan maps, the City and County comprehensive plan designations for the proposed rail alignment are for heavy industry.

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

The proposed project changes, aside from the mitigation plantings at Terminal 5 West, will occur entirely outside the City's Shoreline Management Master Program. (See Figure 12) However, as discussed in the 2007 checklist, approximately 1,350 feet of the proposed WVFA Project Schedules 2-4 will be located within 200 feet of the 100-year floodplain of the Columbia River. According to the City's Shoreline Management Master Program (SMMP), the Columbia River is a shoreline-of-the-state and a shoreline of statewide significance. The proposed WVFA Project Schedules 2-4 will be located in the urban and aquatic environments of the SMMP. The SMMP allows for transportation facilities in these environments.

h. **Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.**

Aside from the installation of wetland mitigation at the Port's Terminal 5 West, the proposed project modifications will not occur within any areas identified as "environmentally sensitive."

There are two existing wetlands located on the Terminal 5 West property (See Figure 4). The Port is proposing to mitigate for the WVFA Project Schedules 2-4 wetland impacts on lands adjacent to the eastern wetland found on the Terminal 5 property. The proposed mitigation includes approximately 0.38-acres of Category 3 wetland creation and the enhancement of 2.2-acres of wetland buffer. Impacts to this wetland and wetland buffer resulting from mitigation installation will be temporary and restored upon completion of the mitigation work.

Sole Source Aquifer
The area of the proposed project is located above the Troutdale Aquifer, which has been designated as a sole source aquifer by the Environmental Protection Agency (EPA). The EPA has reviewed the proposed project for potential risks to the aquifer and has determined that it is unlikely to affect the aquifer.

Geologic Hazard Areas
According to Clark County GIS data, the entire project area is classified as a geologically hazardous area due to potential for liquefaction, dynamic settlement, or ground-shaking amplification during an earthquake. (See Figure 6 Liquefaction Hazard Areas) A discussion of the mitigation

measures implemented to avoid impacts from liquefaction, dynamic settlement, or ground-shaking amplification during an earthquake is provided in Section 1.h of this checklist.

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

The WVFA Project Schedules 2-4 will support the livelihoods of many of the 2,400 workers that are employed by more than 50 companies located on Port property.

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

The proposed project will displace no residents.

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

The proposed project will displace no residents. Therefore, no mitigation measures are proposed.

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

As presented in the 2007 checklist and discussed above, the project area is zoned for industrial development and largely currently in industrial use. The proposed project will provide more efficient rail operations for existing and future industrial tenants and is compatible with these land uses. The proposed project changes since the 2007 checklist are also consistent with the existing industrial land uses.

Wetlands mitigation is proposed at the Port's Terminal 5 West property in order to compensate for impacts that occur throughout the WVFA Project Schedules 2-4 and to ensure consistency with the Section 20.740.140 (Wetlands) of the City's Critical Areas Ordinance.

All other aspects of the proposed WVFA Schedules 2-4 project remain consistent with city approvals or have reduced impacts from those addressed and approved in prior city approvals [Tree Permit approval (TRE2007-00143),Critical Areas Permit (, 2007-00033), and Archaeological Predetermination Review (ARC2007-00047)] Further, the proposed WVFA project has been designated an Essential Public Facility and the Port of Vancouver has received City of Vancouver approval of an Essential Public Facility Conditional Use Permit (CUP2007-00004) as documented in the Hearings Examiner Final Order on April 17, 2008. This designation recognizes that significant regional transportation improvements such as the WVFA rail project have very specific location criteria and are difficult to site. In light of this, the City of Vancouver reviewed and approved the location and use of the freight rail project as an Essential Public Facility. As such, no further mitigation measures are proposed for the project changes associated with the WVFA Schedules 2-4 project.

9. **Housing**

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

The proposed WVFA Project Schedules 2-4 will provide no additional housing units.

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

The proposed WVFA Project Schedules 2-4 will eliminate no housing units.

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

Since there are no housing impacts, mitigation is not 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 proposed WVFA Project Schedules 2-4 will include 70-foot-high mast lighting to ensure that rail switch locations are lighted to a 2-foot-candle level for safety. Additionally, multiple turnout areas (west and north/northeast sides of the loop track area) will be lighted to a level of 2 foot-candles. Lighting will also be installed adjacent along the central portion of the rail line adjacent to the United Harvest tracks. These lights will be built either as part of Parcel 1A development or 2012 construction for the WVFA Project, whichever is constructed first. Lastly, the northerly row of existing Subaru lights will be moved south to accommodate the relocated Subaru loading tracks. These lights will likely be installed in summer 2010.

The dry bulk material handling facility building at the Kinder Morgan property will be approximately 50 feet tall and will be constructed of metal with a painted exterior.

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

The proposed WVFA Project Schedules 2-4 will be located in an existing industrial area which includes views of the industrial waterfront to the south and southwest, the Columbia River Rail Bridge immediately to the east, and views of the Port's existing industrial infrastructure from within the Port to the north. The proposed project elements include structures and facilities similar to those already existing at the Port and would not block any scenic views of the Columbia River or create new industrial areas within an otherwise undeveloped natural area.

The proposed changes do not include modifications to the rail trench area and, therefore, impacts continue to be limited to the nominal impacts discussed in the 2007 checklist.

Project lighting will occur on raised poles, but will be located in an area that is central to the industrial facilities at the Port. These structures are not anticipated to alter any views of significance.

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

No aesthetic impacts are anticipated; therefore, mitigation measures are not proposed.

11. **Light and Glare**

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

The trains are fitted with headlights to light the area in front of the train during nighttime operations. Trains will be in operation throughout the night although lighting is directed to the area in front of the train and would not result in substantial ambient lighting increase that would be noticeable to residents or other sensitive viewers within the project vicinity.

As indicated above, the proposed WVFA Project Schedules 2-4 will include 70-foot-high mast lighting to ensure that rail switch locations are lighted to a 2-foot-candle level for safety. Additionally, multiple turnout areas (west and north/northeast sides of the loop track area) will be lighted to a level of 2 foot-candles. Lighting will also be installed adjacent along the central portion of the rail line adjacent to the United Harvest tracks. These lights will be built either as part of Parcel 1A development or the 2012 construction of the WVFA rail project, whichever comes first. Lastly, the northerly row of existing Subaru lights will be moved south to accommodate the relocated Subaru loading tracks. These lights will likely be installed in summer 2010.

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

As stated in the 2007 checklist, artificial lighting will be placed in the pile-supported trench to illuminate the track but will not illuminate the waters of the Columbia River or the surrounding area.

Because glare from train headlights will occur only at night, and recreational boating is not common on the Columbia River at night, no safety hazards to recreational users will be associated with light or glare from headlights on trains using the proposed WVFA Project Schedules 2-4.

Further, fixtures on the 70-foot mast arm lighting for the rail project are designed to project light downward to the limited area of the switch locations and turnout areas. Because these fixtures are designed to reduce lighting from projecting horizontally, minimal off-site light projection is anticipated. Therefore, no sources of light or glare are anticipated that could be a safety hazard or interfere with views of significance. In addition, the Port currently has nighttime lighting throughout the existing facilities. The proposed lighting changes will be part of an existing lighted environment at the Port.

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

No known off-site sources of light or glare will affect the proposed WVFA Project Schedules 2-4.

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

Lighting for the proposed project will include fixtures with horizontal shields that impede lighting from projecting horizontally and no light projection off site is anticipated that could be a safety hazard or interfere with views.

12. Recreation

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

The proposed modifications are not anticipated to generate any impacts to recreational opportunities in the project vicinity.

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

The proposed project will displace no 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:

Based on the analysis presented in the 2007 checklist, conditions of approval were issued as part of the City's shoreline substantial development permit (SHL2007-00004). Therefore, the WVFA Project Schedules 2-4 will be required to comply with conditions 21, 22, and 44. This approval was issued on April 17, 2008, subsequent to the November 2, 2007 SEPA threshold determination. Consequently, these conditions were not incorporated into the former SEPA threshold determination. They read as follows:

21. Provide an agreement with Vancouver-Clark Parks & Recreation relating to the potential trail crossing over the rail lines in the area of this project.

22. Provide Development Review Services a copy of the agreement with Vancouver-Clark Parks & Recreation for review and approval prior to issuance of any ground-disturbing activity permits. The agreement, whether it be a covenant or an easement, must be approved as to form by the City Attorney. The content regarding the continued use of the site as mitigation must be approved by the Development Review Services.

44. Work with the Vancouver-Clark Parks & Recreation on potential trail crossing over the rail lines.

Consistent with these conditions, the Port will coordinate with Vancouver-Clark Parks & Recreation to arrive at an agreement regarding the treatment by the project of potential trail crossings over rail lines. In compliance with the City's final order, this agreement will be provided to the City before civil plan approval for the project.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

An updated cultural resources survey has been prepared by ICF Jones & Stokes (March 2009) and has been reviewed by the Department of Archaeology and Historic Preservation (DAHP). The findings in this report have been updated compared with what was previously disclosed in the 2007 checklist to include archaeological survey results at the Terminal 5 West wetland mitigation site and to include the recommendation that the Great Western Malting Drum House and Storage Silos (Port Building 1895)

be considered eligible for listing in the National Register of Historic Places. In addition to the Great Western Malting Drum House and Storage Silos, the report indicates that the Columbia River Rail Bridge is also eligible for historic preservation. Additionally, the DAHP prepared a response letter, dated April 6, 2009, to the cultural resources report confirming that two additional resources are eligible for historic preservation, the Great Western Car Loading building and the Lafarge Cement Plan.

Of the identified eligible resources noted above, only the Great Western Malting Drum House and Storage Silos will be impacted by the proposed project. As identified in the April 6, 2009 letter, DAHP concurs with the finding of the March 2009 cultural resources survey that demolition of the Great Western Drum House and Storage Silos as proposed would be an adverse effect on the resource. For clarification, no impacts are proposed to the Great Western Car Loading Building.

Further, no impacts are proposed to any other identified resources eligible for historic preservation and no prehistoric or historic period archaeological sites or isolates were identified within the project area.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

The cultural resources inventory report updated in March 2009 by ICF Jones & Stokes at the request of WSDOT and DAHP identifies two historic structures within the project area, the Great Western Malting Drum House and Storage Silos (Port Building 1895) and the Columbia River Rail Bridge. As mentioned above in checklist item 12a and discussed in greater detail in the cultural report, no prehistoric or historic period archaeological sites or isolates were identified within the APE despite the entire project area being located in the Vancouver Lake Archaeological District (45DT101) and the completion of archaeological survey and excavation work including a total of 151 shovel probes.
The key difference with respect to cultural resources between the 2007 checklist and the currently proposed project is that the Great Western Malting Drum House and Storage Silos, located at 1705 NW Harborside Drive, is considered to be eligible for listing in the National Register of Historic Places. It is identified as Building #1895 in the listing of Port facility buildings. The building is a component of the larger Great Western Malting Company facilities located within the Port.

The Great Western Malting Company plant is considered historically significant for its role in the regional development of the brewing industry in the Pacific Northwest. It also has an historic association with a group of regional brewers who established the company to provide a ready supply of malt in Washington and Oregon following the repeal of Prohibition in 1933. Emil Sick (Sick's Rainier Brewing Company in Seattle), Phillip Polsky (Star Brewing in Vancouver), Henry Collins (Pacific Continental Grain Company in Vancouver), Peter Schmidt (Olympia Brewing Company in Tumwater, Washington), and Arnold Blitz and William Einzig (Blitz Weinhard Company in Portland) were the company's principal financiers.

Beyond its industrial history and development, the Great Western Malting Company plant was known in the Vancouver community for hosting events in its second floor taproom. The taproom, which contains a bar with two beer taps and a large masonry fireplace for cooking, is decorated

in a faux Bavarian style. It has dark wood paneling, arched support beams, customized dropped incandescent lighting, and stylized wood ornamentation. In addition, the room contains three murals by Jose Moya del Pino, a 1930s-era artist. Here, the company held its own meetings and social events as well as social functions for local non-profit organizations.

Additionally, the DAHP has confirmed that the Lafarge Cement Plant building, the Great Western Rail Car Loading Building, and the Vancouver-Hayden Island Railroad bridge are also eligible for historic preservation. The proposed project will not result in any impacts to either of these resources.

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

As part of the formal consultation under Section 106 of the National Historic Preservation Act between DAHP and WSDOT, appropriate mitigation measures to ensure that the impacts on cultural resources are minimized are being developed. These measures will be documented in a memorandum of agreement between DAHP, WSDOT, FHWA, and the Port. These measures will likely include documentation of the historic resources at Great Western Malting, public dissemination of this information, and establishment of a treatment plan for the preservation of any important resources as developed in consultation with DAHP.

In addition, construction of the facilities proposed as part of the Kinder Morgan relocation would require excavation into native soil. Mitigation measures related to this activity are also to be developed in consultation with WSDOT, DAHP, and FHWA. These measures will likely include the presence of a cultural resources monitor during excavation of native fill and the implementation of plans for handling unexpected discovery of archaeological resources. For example, in the event that any unknown archaeological resource is encountered during construction, ground-disturbing activities will be halted in the area of the find in accordance with the Revised Code of Washington (RCW) 27.53.060 (Archaeological Sites and Resources), RCW 27.44.020 (Indian Graves and Records); a professional archaeologist will be called in to assess the significance of the find, and the Washington State Department of Archaeology and Historic Preservation in Olympia will be notified so that a course of action could be implemented. A plan for handling the unexpected discovery of human remains would also be implemented.

14. Transportation

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

The only known project modification that is different from what was presented in the 2007 project SEPA Checklist is a proposed change in the alignment of the Gateway Avenue rail overpass, which may shift from its formerly planned alignment within its current right of way to a point 500-feet to the west. The new overpass location will be in the vicinity of the northwestern property boundary of the Clark County Corrections Facility. The overpass will continue as an elevated ramp southward along the western boundary of the Clark County Corrections Facility until it can achieve the surface grade. The approximate location of this future

overpass is identified in Figure 4. It is anticipated that this overpass will be constructed in approximately 2012.

b. **Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

The project area is not currently served by public transportation. The nearest C-TRAN transit stop is approximately 0.25 mile away on Esther Street.

c. **How many parking spaces would the completed project have? How many would the project eliminate?**

The reconstruction of parking and circulation facilities at the Kinder Morgan site will involve the replacement of six parking spaces that will be eliminated.

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

The proposed modifications include no changes to the road improvements discussed in the 2007 checklist.

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

The proposed WVFA Project Schedules 2-4 will not be uniquely dependent on water or air transportation. However, the freight rail facility will permit goods that arrive by barge to be moved to inland destinations across the country. Port trains will use the proposed improvements to access the BNSF east-west main line.

Pearson Airport is approximately 1 mile east of the proposed WVFA Project Schedules 2-4 and Portland International Airport is 3 miles southeast.

The Columbia River navigation channel is a heavily used industrial waterway. The construction of the pile-supported trench is not in the portion of the Columbia River used for the navigation channel and will not disrupt commercial use of the Columbia River. In a letter issued to the port in March 2008, the US Coast Guard determined the pile-supported trench would not require a marking to aid navigation.

f. **How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The proposed modifications will generate no new vehicular trips and no vehicular trips were anticipated for the Rail Access Project.

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

No new mitigation measures are proposed as the proposed modifications are not anticipated to generate any new impacts to transportation compared with the analysis presented in the 2007 checklist. ICF Jones & Stokes did update the transportation discipline report to include updated train traffic projections; however, the nature of the impacts was the same. The proposed project would continue to benefit rail transportation by

relieving congestion in the mainline. No roadway, alternative transportation routes or safety access issues would occur as a result of the proposed project.

15. **Public Services**

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

The proposed modifications will result in no increased need for public services.

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

No new impacts are anticipated. Therefore, mitigation measures are not proposed.

16. **Utilities**

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

The project area is industrial and is served by public electricity, water, sewer, and storm sewers. The project area also has garbage service, phone service, and other franchise utilities available.

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.**

Electricity will be needed for mast lighting along the track as well as for future operations of the Kinder Morgan bulk material handling facility. Clark Public Utilities is the electricity provider for these facilities.

C. SIGNATURE

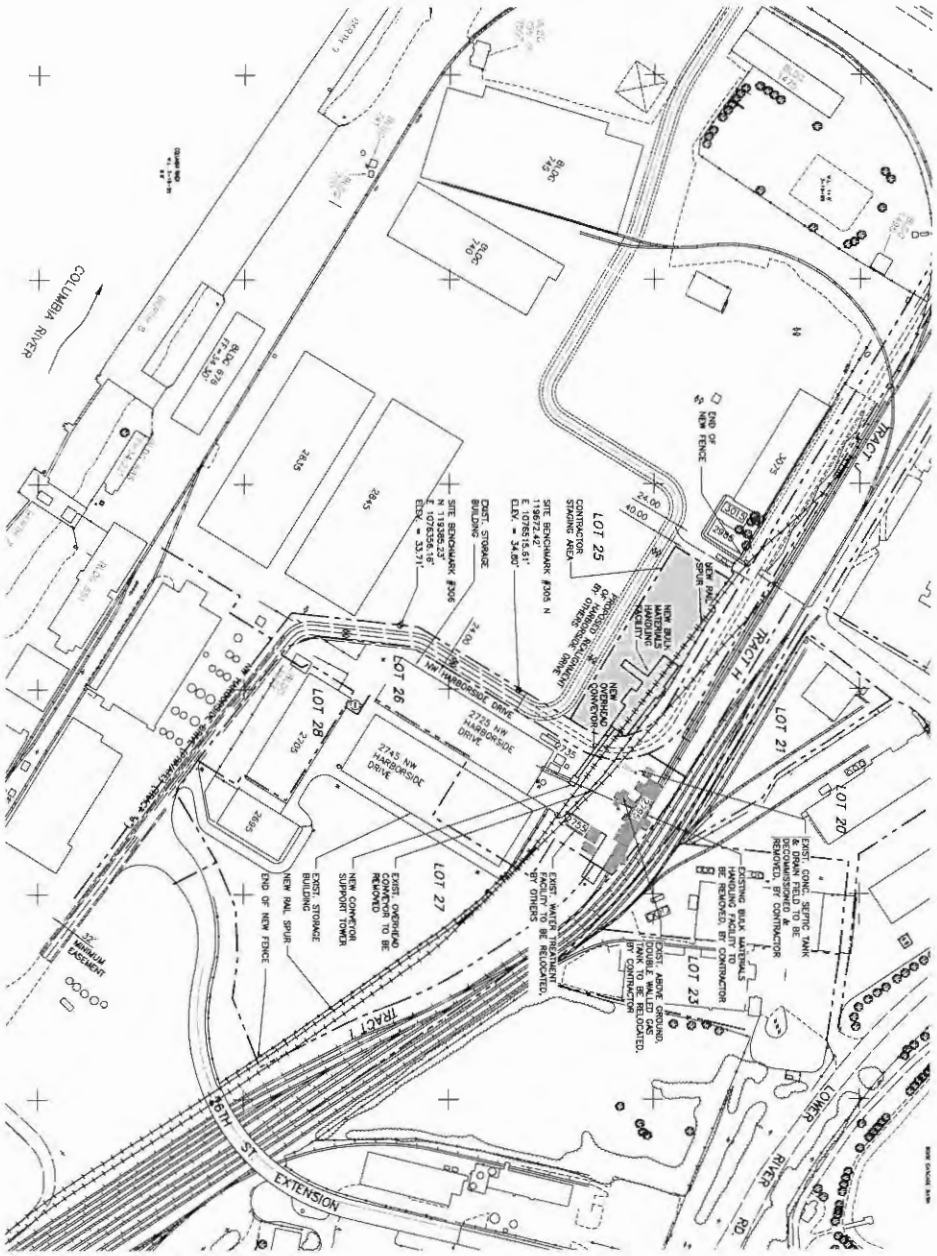
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature Curtis Shuck

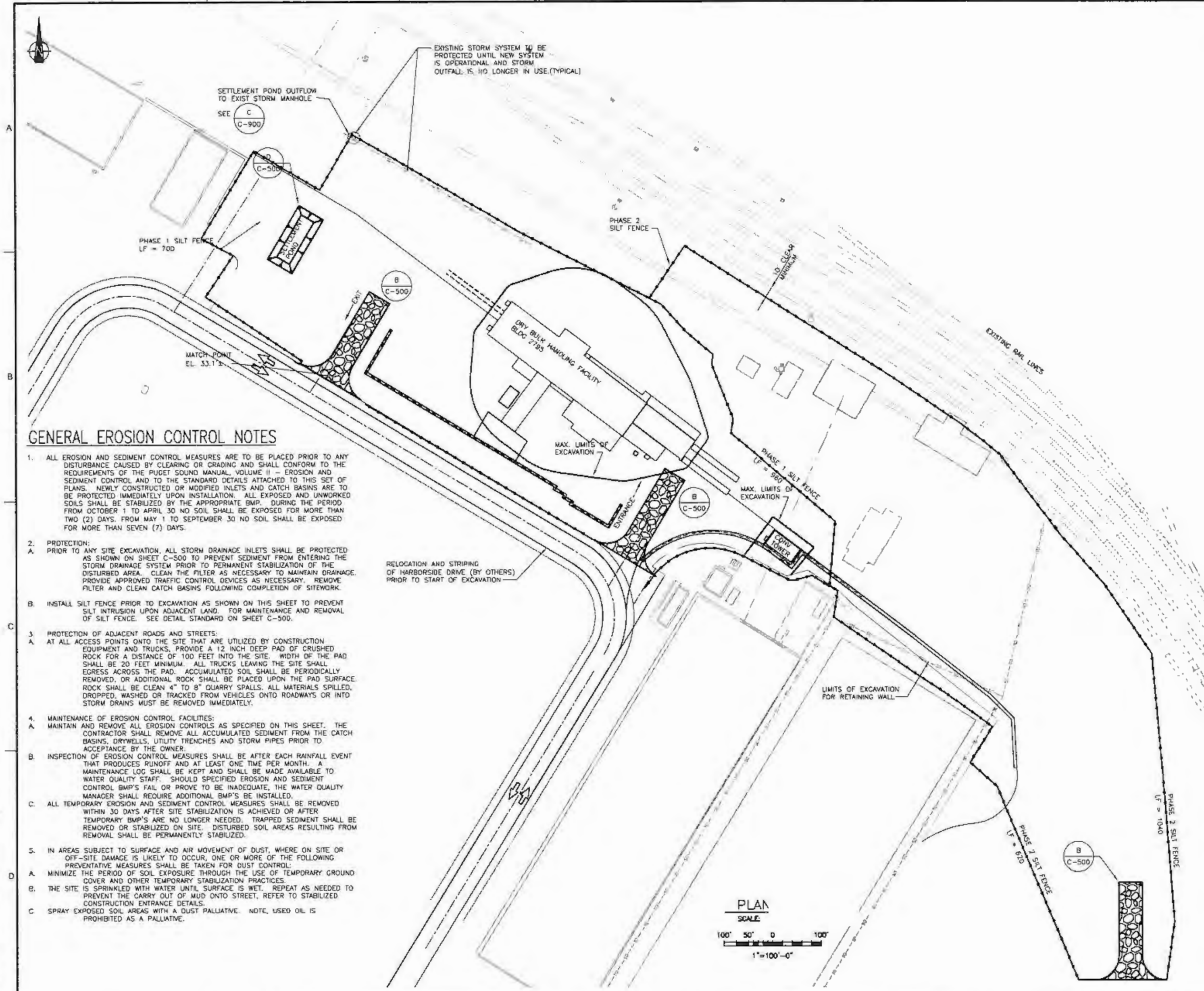
Director of Facilities

Date Submitted:

Filename: X:\2008\Portland Project Work\80442 – Port of Vancouver, Bulk Material Handling Facilities Relocation\Drafting\Issued\2009-04-14 (80442-G-003_RevC.dwg – G-003
Last Saved: Apr. 13/09 11:13am Plotted: Apr. 13/09



DRAWING NUMBER: G-003 SHEET NUMBER 1 OF 1 PDV PROJECT NO: CP 044-3	SHEET CONTENTS: LOCATION PLAN	PORT OF VANCOUVER U.S.A. 3103 N.W. LOWER RIVER ROAD VANCOUVER, WA 98660-1027 (360) 693-3611 FAX (360) 735-1565	DRY BULK HANDLING FACILITY RELOCATION — PORT OF VANCOUVER TERMINAL 3	REVISION NO. / DATE: A 02/18/09; B 04/10/09; C 04/14/09	DRAWING SCALE: NTS; DRAWN BY: DMC; APPROVED BY: PBL; DATE: 06/11/08	Westmar — Kirkland, Washington - (425) 822-2462; Portland, Oregon - (503) 236-7679; North Vancouver, BC - (604) 985-6488	A/E PROJECT NUMBER: 80442



GENERAL NOTES

1. FOR SILT FENCE NOTES & DETAILS SEE SHEET C-500.
2. CONTRACTOR TO PROVIDE SHORING DEWATERING PLANS STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF WASHINGTON.
3. PHASE 1 WORK CONSISTS OF CONSTRUCTION OF NEW RAIL UNLOADING FACILITY. PHASE 2 WORK CONSISTS OF DEMOLITION OF EXISTING RAIL UNLOADING FACILITY.
4. CONTRACTOR TO PROVIDE WHEEL WASH AS REQUIRED BY PERMIT.
5. CONTRACTOR MAY PROVIDE EQUIVALENT PORTABLE STORAGE TANKS. FOR DEWATERING STORAGE IN LIEU OF SETTLEMENT POND

GENERAL EROSION CONTROL NOTES

1. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO ANY DISTURBANCE CAUSED BY CLEARING OR GRADING AND SHALL CONFORM TO THE REQUIREMENTS OF THE PUGET SOUND MANUAL, VOLUME II – EROSION AND SEDIMENT CONTROL AND TO THE STANDARD DETAILS ATTACHED TO THIS SET OF PLANS. NEWLY CONSTRUCTED OR MODIFIED INLETS AND CATCH BASINS ARE TO BE PROTECTED IMMEDIATELY UPON INSTALLATION. ALL EXPOSED AND UNWORKED SOILS SHALL BE STABILIZED BY THE APPROPRIATE BMP. DURING THE PERIOD FROM OCTOBER 1 TO APRIL 30 NO SOIL SHALL BE EXPOSED FOR MORE THAN TWO (2) DAYS. FROM MAY 1 TO SEPTEMBER 30 NO SOIL SHALL BE EXPOSED FOR MORE THAN SEVEN (7) DAYS.

2. PROTECTION:

A. PRIOR TO ANY SITE EXCAVATION, ALL STORM DRAINAGE INLETS SHALL BE PROTECTED AS SHOWN ON SHEET C-500 TO PREVENT SEDIMENT FROM ENTERING THE STORM DRAINAGE SYSTEM PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA. CLEAN THE FILTER AS NECESSARY TO MAINTAIN DRAINAGE. PROVIDE APPROVED TRAFFIC CONTROL DEVICES AS NECESSARY. REMOVE FILTER AND CLEAN CATCH BASINS FOLLOWING COMPLETION OF SITEWORK.

B. INSTALL SILT FENCE PRIOR TO EXCAVATION AS SHOWN ON THIS SHEET TO PREVENT SILT INTRUSION UPON ADJACENT LAND. FOR MAINTENANCE AND REMOVAL OF SILT FENCE. SEE DETAIL STANDARD ON SHEET C-500.

3. PROTECTION OF ADJACENT ROADS AND STREETS:

A. AT ALL ACCESS POINTS ONTO THE SITE THAT ARE UTILIZED BY CONSTRUCTION EQUIPMENT AND TRUCKS, PROVIDE A 12 INCH DEEP PAD OF CRUSHED ROCK FOR A DISTANCE OF 100 FEET INTO THE SITE. WIDTH OF THE PAD SHALL BE 20 FEET MINIMUM. ALL TRUCKS LEAVING THE SITE SHALL EGRESS ACROSS THE PAD. ACCUMULATED SOIL SHALL BE PERIODICALLY REMOVED, OR ADDITIONAL ROCK SHALL BE PLACED UPON THE PAD SURFACE. ROCK SHALL BE CLEAN 4" TO 8" QUARRY SPALLS. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

4. MAINTENANCE OF EROSION CONTROL FACILITIES:

A. MAINTAIN AND REMOVE ALL EROSION CONTROLS AS SPECIFIED ON THIS SHEET. THE CONTRACTOR SHALL REMOVE ALL ACCUMULATED SEDIMENT FROM THE CATCH BASINS, DRYWELLS, UTILITY TRENCHES AND STORM PIPES PRIOR TO ACCEPTANCE BY THE OWNER.

B. INSPECTION OF EROSION CONTROL MEASURES SHALL BE AFTER EACH RAINFALL EVENT THAT PRODUCES RUNOFF AND AT LEAST ONE TIME PER MONTH. A MAINTENANCE LOG SHALL BE KEPT AND SHALL BE MADE AVAILABLE TO WATER QUALITY STAFF. SHOULD SPECIFIED EROSION AND SEDIMENT CONTROL BMP'S FAIL OR PROVE TO BE INADEQUATE, THE WATER QUALITY MANAGER SHALL REQUIRE ADDITIONAL BMP'S BE INSTALLED.

C. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER SITE STABILIZATION IS ACHIEVED OR AFTER TEMPORARY BMP'S ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE REMOVED OR STABILIZED ON SITE. DISTURBED SOIL AREAS RESULTING FROM REMOVAL SHALL BE PERMANENTLY STABILIZED.

5. IN AREAS SUBJECT TO SURFACE AND AIR MOVEMENT OF DUST, WHERE ON SITE OR OFF-SITE DAMAGE IS LIKELY TO OCCUR, ONE OR MORE OF THE FOLLOWING PREVENTATIVE MEASURES SHALL BE TAKEN FOR DUST CONTROL:

A. MINIMIZE THE PERIOD OF SOIL EXPOSURE THROUGH THE USE OF TEMPORARY GROUND COVER AND OTHER TEMPORARY STABILIZATION PRACTICES.

B. THE SITE IS SPRINKLED WITH WATER UNTIL SURFACE IS WET. REPEAT AS NEEDED TO PREVENT THE CARRY OUT OF MUD ONTO STREET, REFER TO STABILIZED CONSTRUCTION ENTRANCE DETAILS.

C. SPRAY EXPOSED SOIL AREAS WITH A DUST PALLIATIVE. NOTE, USED OIL IS PROHIBITED AS A PALLIATIVE.

Westmar Kirkland, Washington · North Vancouver, BC · Portland, Oregon	A/E PROJECT NUMBER: 80442
DRAWING SCALE:	1"=50'
DRAWN BY:	SJR
APPROVED BY:	MBL
DATE:	09/30/2008
REVISION NO.	DATE.
A	02/18/09
B	04/14/09

DRY BULK HANDLING FACILITY RELOCATION

PORT OF VANCOUVER
TERMINAL 3

PORT OF VANCOUVER U.S.A.
3103 N.W. LOWER RIVER ROAD
VANCOUVER, WA 98660-1027
(360) 693-3611 FAX (360) 735-1565

SHEET CONTENTS: EROSION CONTROL PLAN

DRAWING NUMBER: C-105

SHEET NUMBER 1 OF 1

POV PROJECT NO: CP 0144-3

Filename: \\pdxserver01\Pdxserver01 6-7-02\2008\Portland Project Work\80442 - Port of Vancouver, Bulk Material Handling Facilities Relocation\80442-C-105.dwg - Layout1
Last Saved: Sep. 12/08 10:04pm Plotted: Sep. 18/08

West Vancouver Freight Access Project Schedules 2 through 4

Figure 3. Project Detail: Rail Yard

Legend

- Current Operations
- Existing Terminals
- Schedules 2 through 4 of the West vancouver Freight Access Project (Planned)
- Existing Port Rail Access
- BNSF Main Line Existing Rail
- Roadways

Rail Yard Details

F = Kinder Morgan Facility Modifications
G = POV Administration Office

Data Source: Clark County GIS, 2008
Image Source: Image Trader "www.landsat.com," 2005

Map Prepared: March 2009

Feet
0 500 1,000

N
W E
S

Q:\Vancouver\2009\VAJDW-09-068\Graphics\GIS\SEPA\Figure3_Rail Yard.mxd

West Vancouver Freight Access Project Schedules 2 through 4

Figure 2. Project Detail: East Terminus

Legend

- Current Operations
- Existing Terminals
- Schedules 2 through 4 of the West vancouver Freight Access Project (Planned)
- Schedule 1 of the West Vancouver Freight Access Project (Complete)
- Existing Port Rail Access
- BNSF Main Line Existing Rail
- Roadways

East Terminus Details

- A = Former Boise Cascade Site
- B = Albina Fuels
- C = Lafarge Cement Company
- D = Great Western Malting
- E = United Harvest Grain
- F = Esther Short Park

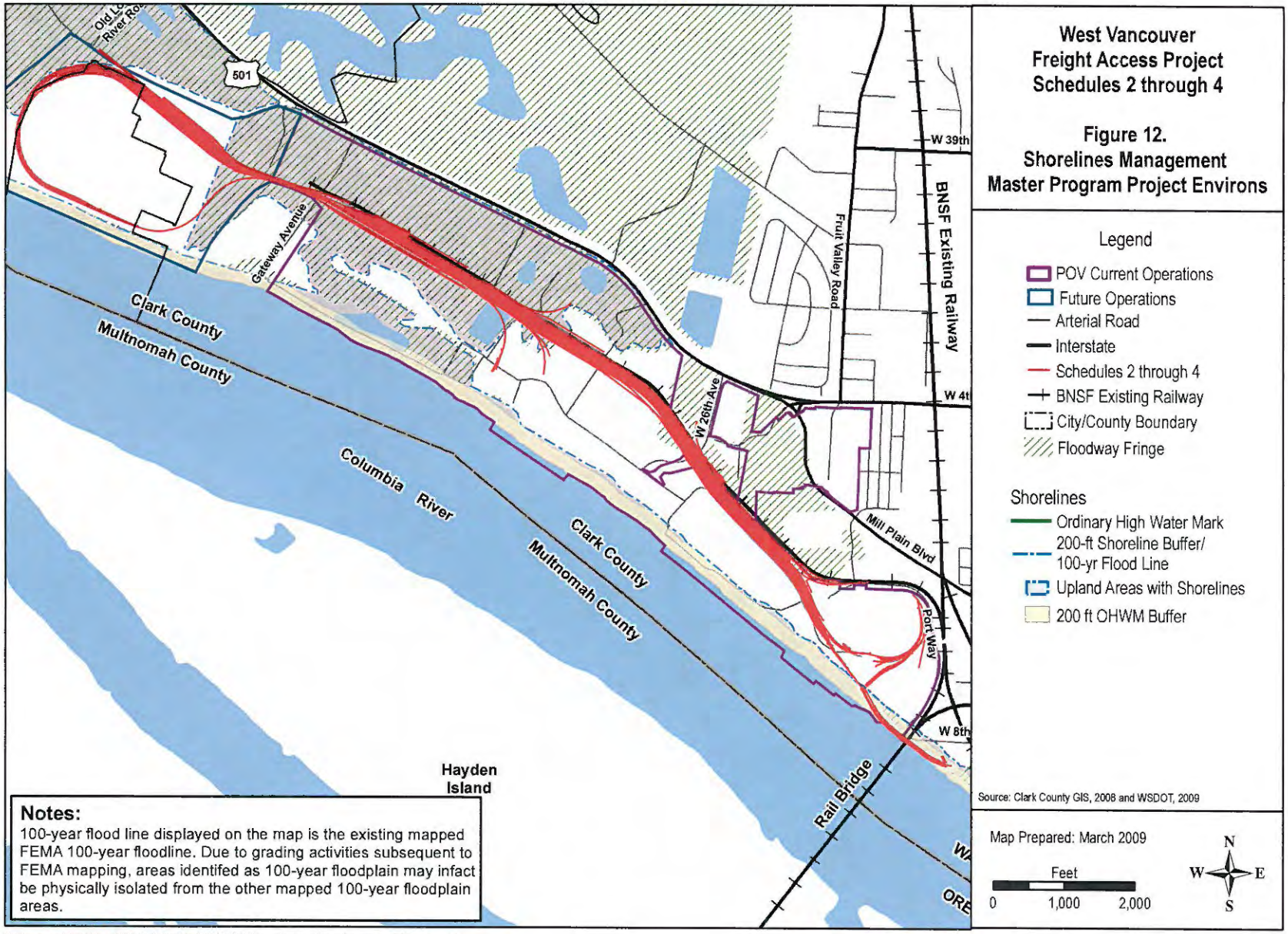
Data Source: Clark County GIS, 2008
Image Source: Image Trader "www.landsat.com," 2005

Map Prepared: March 2009

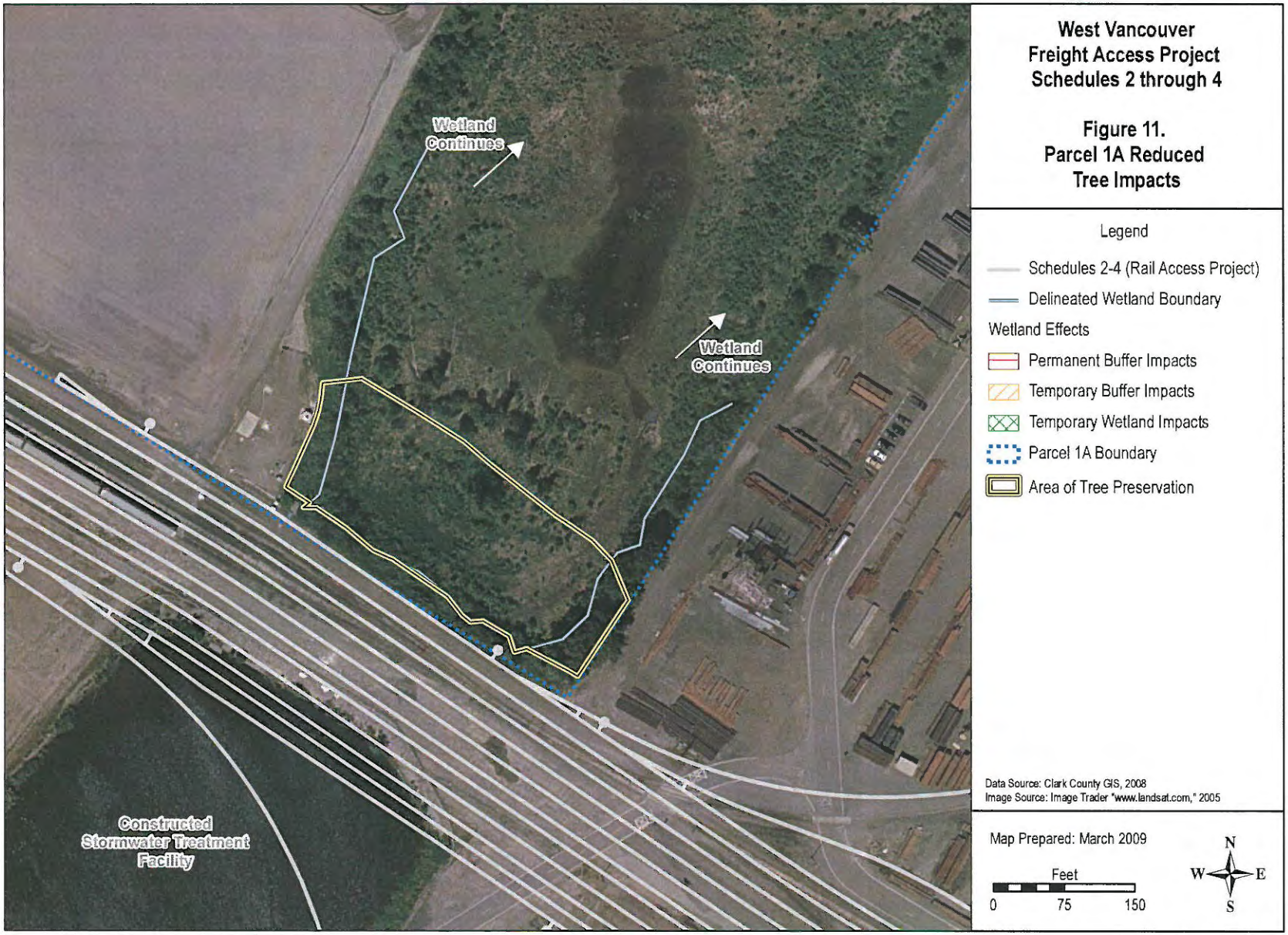
Feet
0 500 1,000

N W E S

C:\Vancouver\2009\VAJDW-09-068\Graphics\GIS\SEPA\Figure2_East Terminus.mxd



Q:\Vancouver\2009\VAJDW-09-068\Graphics\GIS\SEPA\Figure10_Shorelines Management Program.mxd



West Vancouver Freight Access Project Schedules 2 through 4

Figure 11. Parcel 1A Reduced Tree Impacts

Legend

- Schedules 2-4 (Rail Access Project)
- Delineated Wetland Boundary

Wetland Effects

- Permanent Buffer Impacts
- Temporary Buffer Impacts
- Temporary Wetland Impacts
- Parcel 1A Boundary
- Area of Tree Preservation

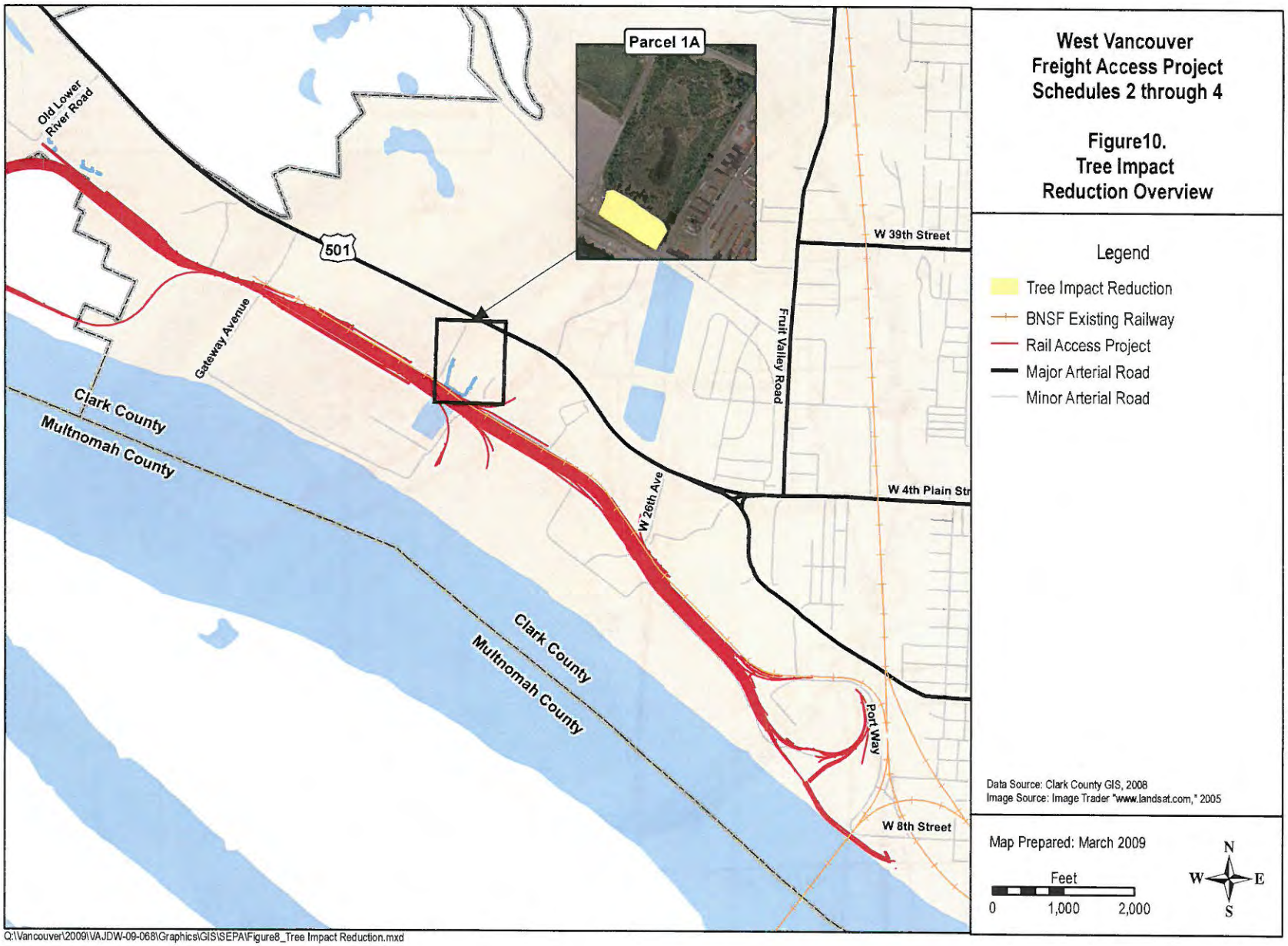
Data Source: Clark County GIS, 2008
Image Source: Image Trader "www.landsat.com," 2005

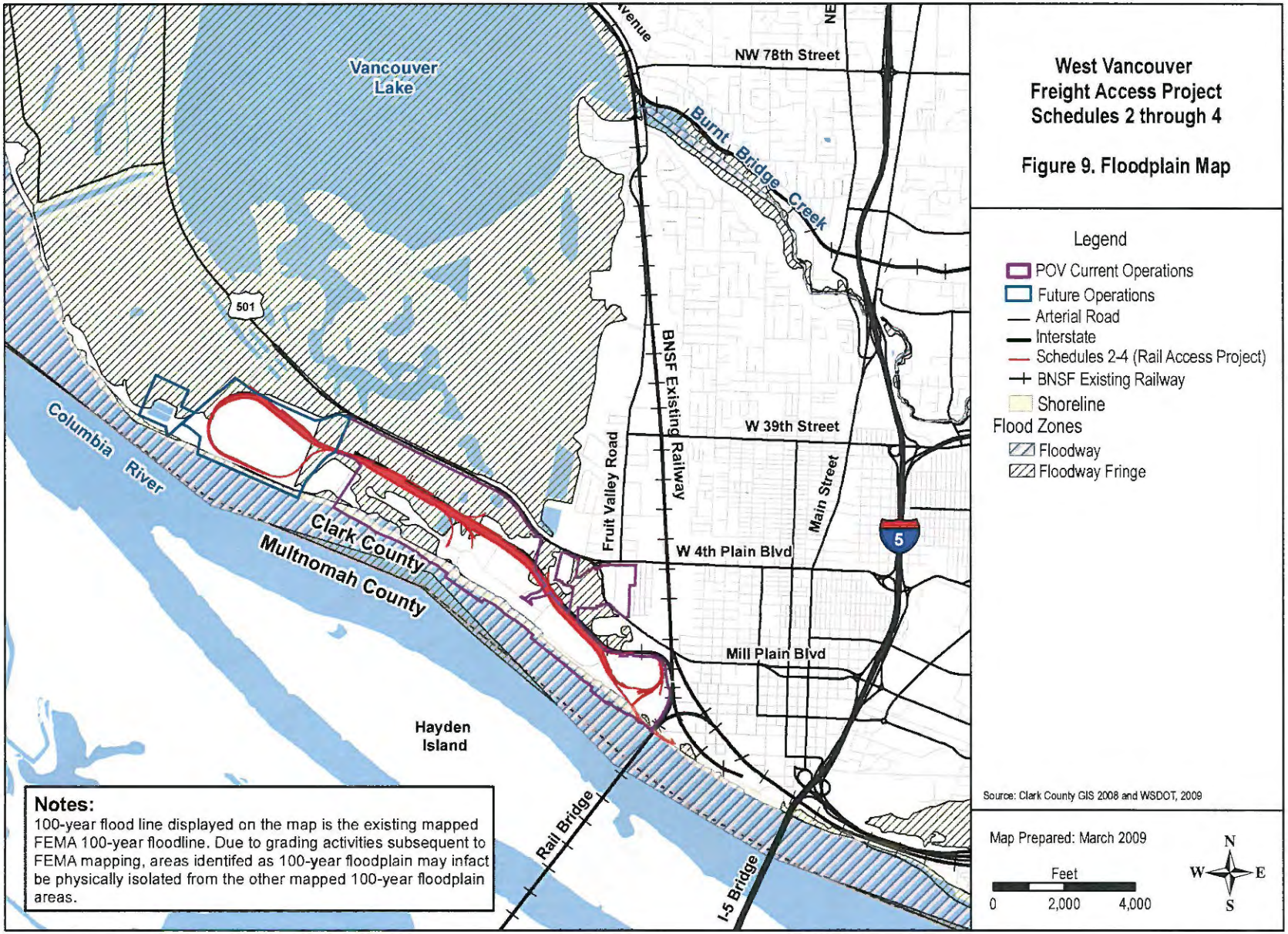
Map Prepared: March 2009

Feet
0 75 150

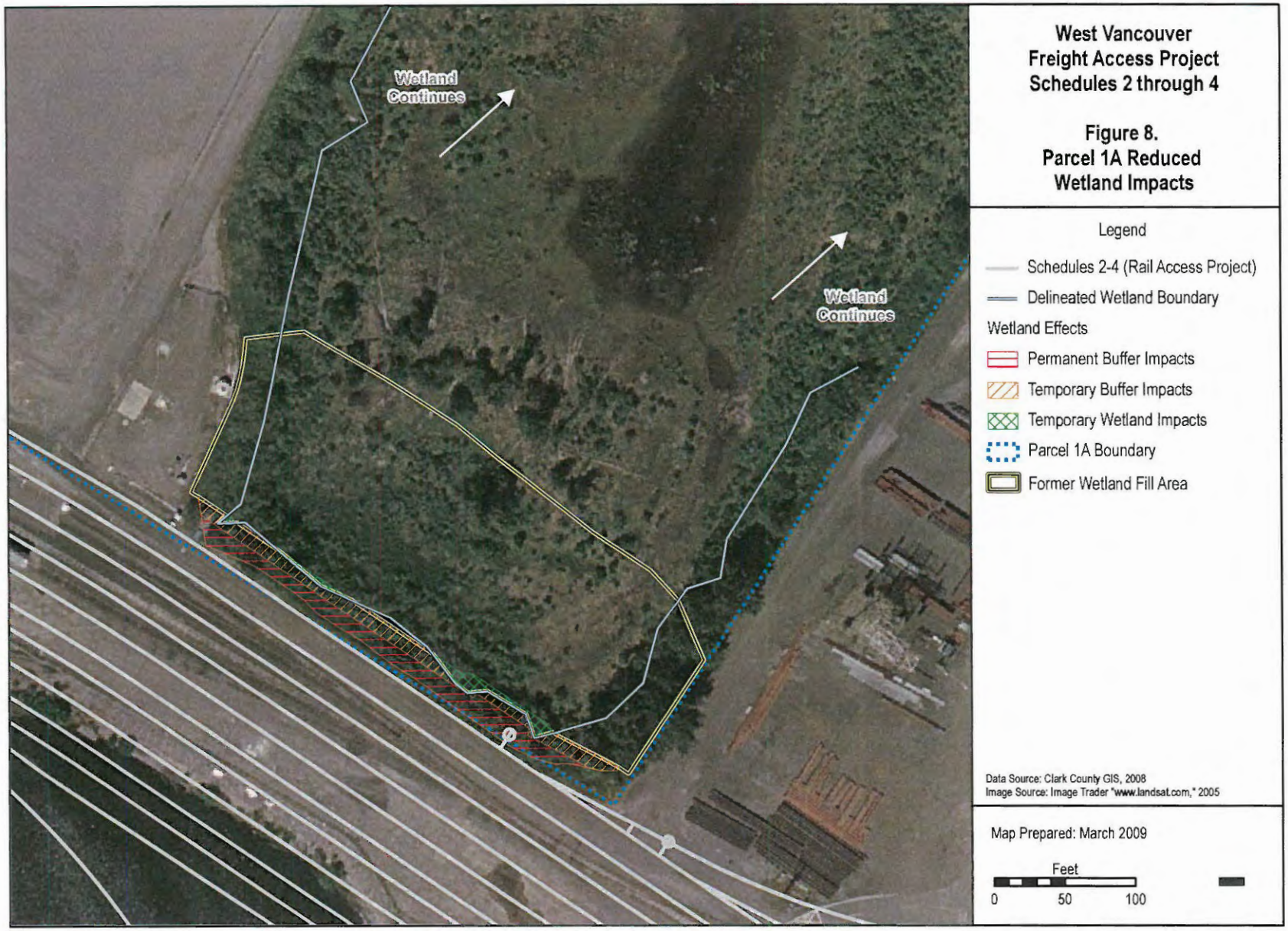
N
W E
S

Q:\Vancouver\2009\VAJDW-09-068\Graphics\GIS\SEPA\Figure 9_Parcel 1A Reduced Tree Impacts.mxd

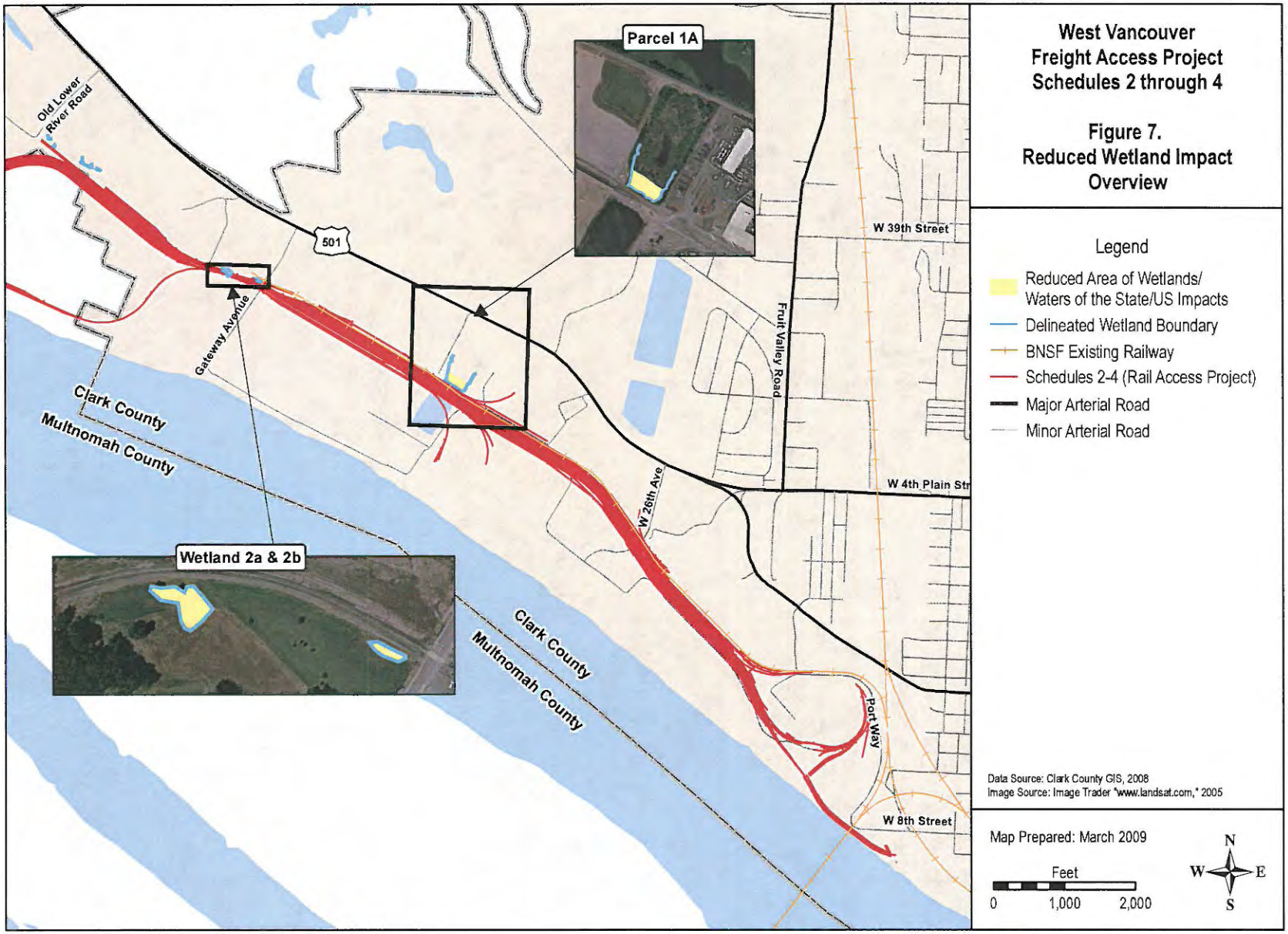

Parcel 1A
Old Lower River Road
501
Gateway Avenue
Clark County
Multnomah County
Clark County
Multnomah County
Fruit Valley Road
W 39th Street
W 4th Plain Str
W 26th Ave
Port Way
W 8th Street
West Vancouver
Freight Access Project
Schedules 2 through 4
Figure10.
Tree Impact
Reduction Overview
Legend
Tree Impact Reduction
BNSF Existing Railway
Rail Access Project
Major Arterial Road
Minor Arterial Road
Data Source: Clark County GIS, 2008
Image Source: Image Trader "www.landsat.com," 2005
Map Prepared: March 2009
Feet
0
1,000
2,000
N
W
E
S
Q:\Vancouver\2009\VAJDW-09-068\Graphics\GIS\SEPA\Figure8_Tree Impact Reduction.mxd



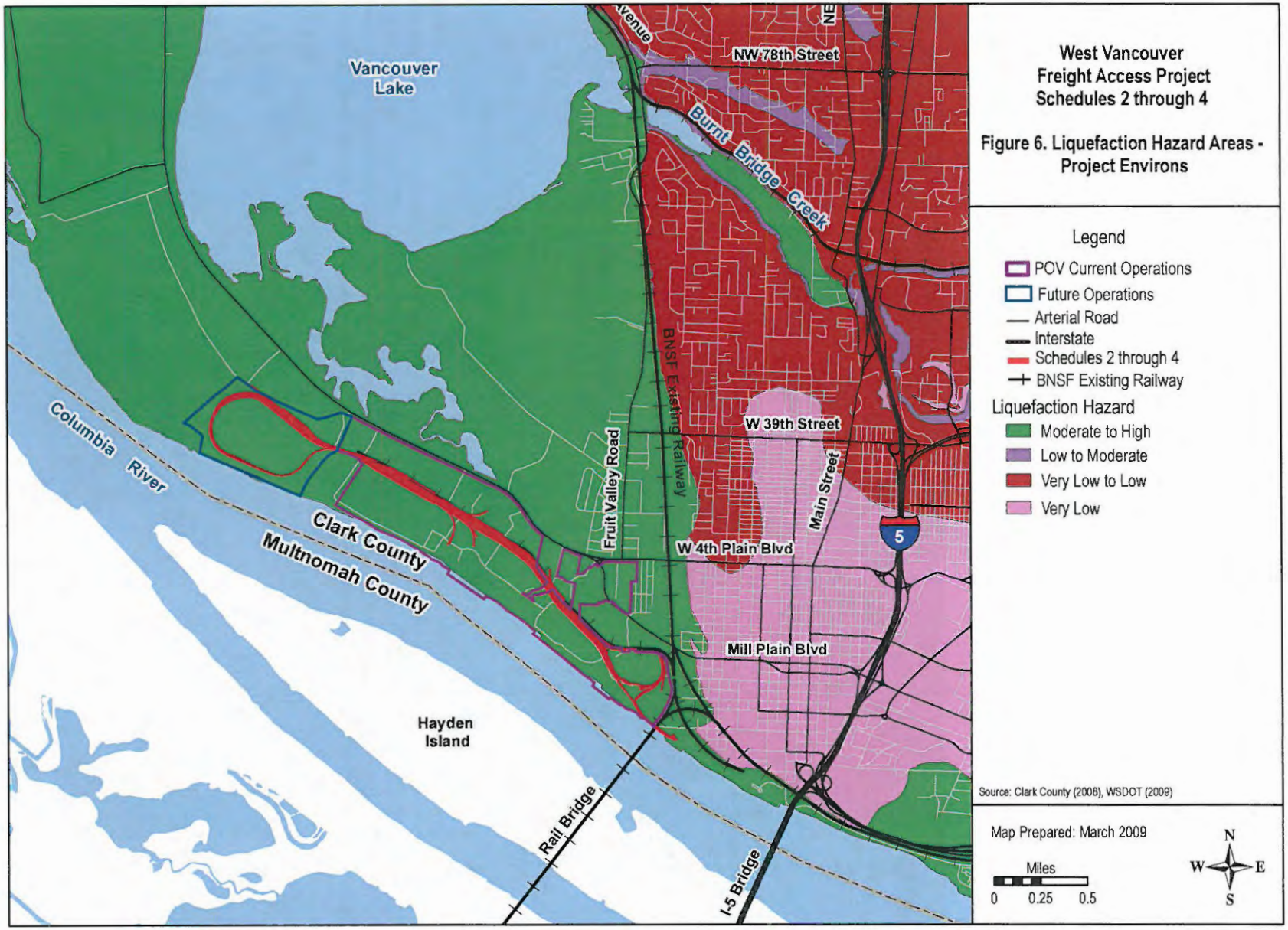
Q:\Vancouver\2009\VAJDW-09-068\Graphics\GIS\SEPA\Figure11. Floodplain.mxd



Q:\Vancouver\2009\VAJDW-09-068\Graphics\GIS\SEPA\Figure 7_Parcel 1A Reduced Wetland Impacts.mxd



Q:\Vancouver\2009\VAJDW-09-068\Graphics\GIS\SEPA\Figure6_Wetland Impact Overview.mxd


Vancouver Lake
NW 78th Street
Burnt Bridge Creek
BNSF Existing Railway
Fruit Valley Road
W 39th Street
Main Street
5
W 4th Plain Blvd
Mill Plain Blvd
Columbia River
Clark County
Multnomah County
Hayden Island
Rail Bridge
I-5 Bridge
West Vancouver
Freight Access Project
Schedules 2 through 4
Figure 6. Liquefaction Hazard Areas - Project Environs
Legend
POV Current Operations
Future Operations
Arterial Road
Interstate
Schedules 2 through 4
BNSF Existing Railway
Liquefaction Hazard
Moderate to High
Low to Moderate
Very Low to Low
Very Low
Source: Clark County (2008), WSDOT (2009)
Map Prepared: March 2009
Miles
0 0.25 0.5
N
W E
S

West Vancouver Freight Access Project Schedules 2 through 4

Figure 5. Proposed v. Approved Alignment Work Areas

Legend

- Approved Rail Alignment
- Proposed Rail Alignment
- Existing Port Rail Access

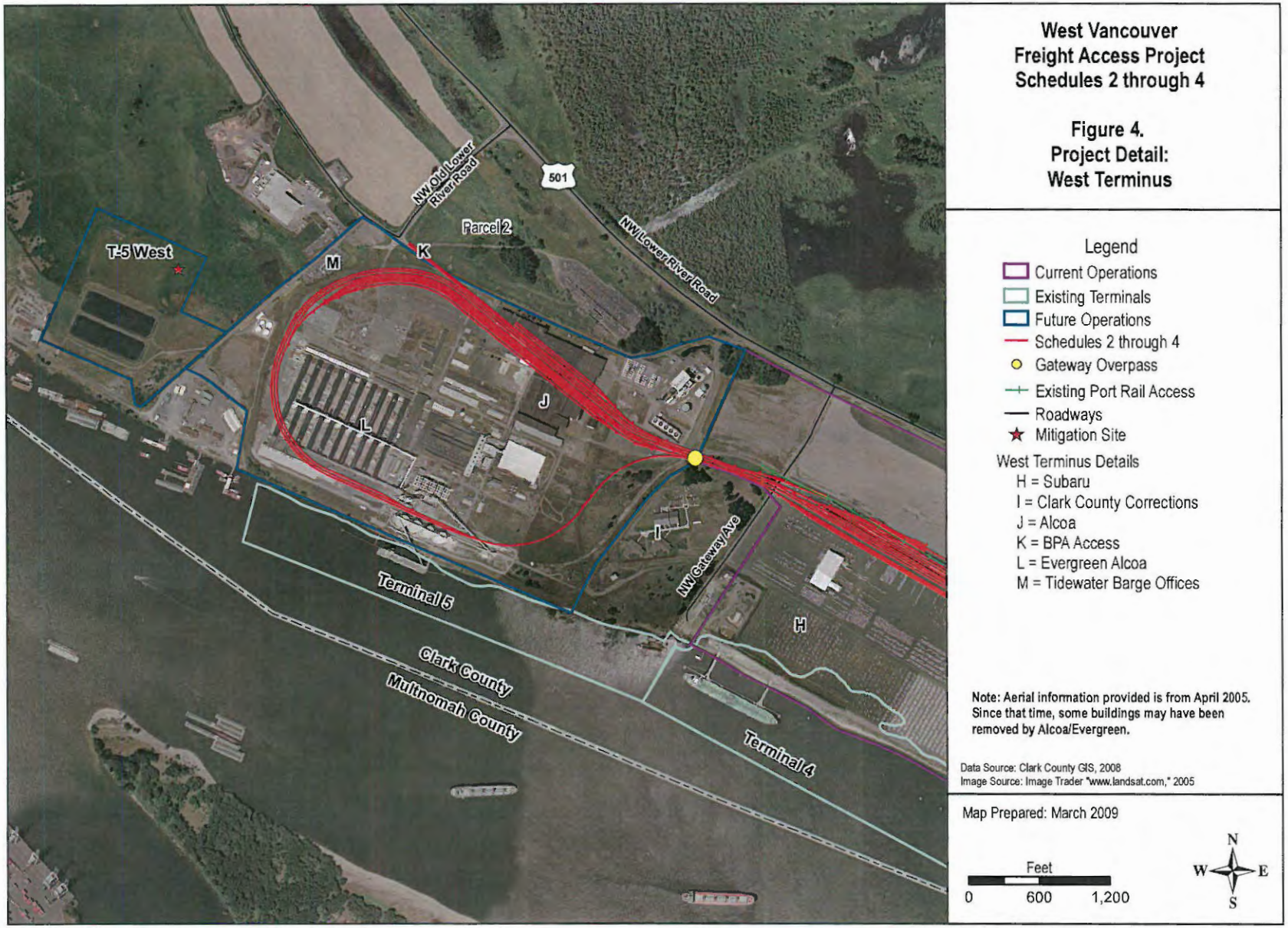
Data Source: Clark County GIS, 2008
Image Source: Image Trader "www.landsat.com," 2005

Map Prepared: March 2009

Feet
0 1,200 2,400

N
W E
S

Q:\Vancouver\2009\VAJDW-09-068\Graphics\GIS\SEPA\Figure5_Proposed v. Approved Alignment.mxd



West Vancouver Freight Access Project Schedules 2 through 4

Figure 4. Project Detail: West Terminus

Legend

- Current Operations
- Existing Terminals
- Future Operations
- Schedules 2 through 4
- Gateway Overpass
- Existing Port Rail Access
- Roadways
- Mitigation Site

West Terminus Details

- H = Subaru
- I = Clark County Corrections
- J = Alcoa
- K = BPA Access
- L = Evergreen Alcoa
- M = Tidewater Barge Offices

Note: Aerial information provided is from April 2005. Since that time, some buildings may have been removed by Alcoa/Evergreen.

Data Source: Clark County GIS, 2008
Image Source: Image Trader "www.landsat.com," 2005

Map Prepared: March 2009

Feet
0 600 1,200

N W E S

Q:\Vancouver\2009\VAJDW-09-068\Graphics\GIS\SEPA\Figure4._W_Terminus_Detail.mxd

West Vancouver Freight Access Project Schedules 2 through 4

Figure 3. Project Detail: Rail Yard

Legend

- Current Operations
- Existing Terminals
- Schedules 2 through 4 of the West vancouver Freight Access Project (Planned)
- Existing Port Rail Access
- BNSF Main Line Existing Rail
- Roadways

Rail Yard Details

F = Kinder Morgan Facility Modifications
G = POV Administration Office

Data Source: Clark County GIS, 2008
Image Source: Image Trader "www.landsat.com," 2005

Map Prepared: March 2009

Feet
0 500 1,000

N W E S

Q:\Vancouver\2009\VAJDW-09-065\Graphics\GIS\SEPA\Figure3_Rail Yard.mxd