

**Port of Woodland  
Guild Road Industrial Park  
Phase I  
1435 Guild Road  
Woodland, WA**

## EDA Environmental Narrative

**Submitted to:**

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## Section A – Project Description

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### 1. Beneficiaries

The Port's purpose is to procure family wage jobs and environmentally responsible industry within the City of Woodland and Cowlitz County. The Port of Woodland has approximately 400 acres of both light and heavy industrial property. The City of Woodland is a growing community, and its location between Seattle to the north and Portland, Oregon to the south make it a prime area for industries to locate. Currently, there is a shortage of construction ready property in the area, and the development of the Guild Road Phase I project will provide additional property for development. The extension of water and sewer from Howard Way to the north will increase the potential for development of property within the City limits to the south.

### 2. Proposed Construction

The overall property consists of one existing parcel, totaling approximately 12 acres, of industrial zoned land along Guild Road. The proposed property was previously used for growing and distribution of roses. Several buildings have been removed from the site and it is now mostly covered by gravel and native grasses. There are two wetlands on the east boundary of the site and an existing stormwater pond on the north side of the site along the Guild Road frontage.

The Port of Woodland is proposing to develop its Guild Road Industrial Park Phase I property located in Woodland, Washington between Interstate 5 and the Columbia River. See the Vicinity Map in Appendix A. The development of this property will consist of the design and construction of six new buildings that will be purposed for light industrial use. Total building square footage will be 126,000 square feet, and approximately 73,000 square feet of the site will be asphalt parking and access roads. Site improvements will include lighting, power, high-speed telecommunication, water, sanitary sewer, and storm drainage utility improvements and extensions. A new road with the temporary name "A Street", will be constructed on the western boundary of the property that will provide three driveway entrances to access the site and provide emergency vehicle access to the rear of the southern most buildings. Three driveways will be constructed along the new roadway along with a fire truck access along the southern boundary of the site. The site will also be accessed by an existing driveway from Guild Road in the northeast corner of the site.

The new buildings will be constructed on the outer edges of the site to provide a substantial central area for truck maneuvering and parking. The new road will be constructed as a half-street improvement with the remainder to be constructed with any future development to the west. The half street will provide a minimum of 26' of paved width to provide two way access. The ultimate section will be 40' wide. The existing stormwater facility on the north side of the property will be updated to comply with the Puget Sound Manual Stormwater standards as adopted by the City of Woodland to provide water quality and detention of the site and roadway improvements.

Approximately 100,000 square feet of the proposed site will be composed of landscaping or remain natural. The two existing wetlands onsite will remain untouched. A small area of the wetland buffers will be impacted by the parking lot. A bank use plan has been written to purchase bank credits from the

Columbia River Mitigation Bank to compensate for indirect wetland impacts. A copy of the report is included in Appendix B.

Preliminary project drawings are included in Appendix A, and the Preliminary Engineering Report is included in Appendix C for more specific project details.

### **3. Need and Purpose**

Funding is needed to support the Port of Woodland’s objective of developing a suitable site for attracting employers and family wage jobs to the greater Woodland area.

### **4. Alternatives to the Proposed Project**

Port of Woodland purchased this parcel in 2000 for the purpose of creating a development that would attract businesses and jobs to Woodland. The port has conducted a study phase to determine the best approach to use of the site and to evaluate economic feasibility. The “no-project” alternative would not be consistent with the mission of the port.

The Port Commission reviewed three site plan alternatives that were prepared in order to identify the best use of the site. The alternatives looked at building size and placement, potential impacts to wetlands and buffers, the need for parking and laydown areas, stormwater impacts, access and circulation, landscape requirements and site development costs. A preferred alternative was selected by the Commission and this alternative is the basis for the current preliminary design documents.

The preferred alternative has the advantages of maximizing internal site circulation for transportation related users. The selected alternative also minimizes the project impact to the wetland buffers. Additional benefits include smaller building sizes which increases flexibility for attracting a variety of businesses.

## **Section B – Historic/Archeological Resources**

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According to the Cultural Resource Survey of the Guild Road Industrial Park Project Area, completed by Archaeological Services (ASCC), April 29, 2016, ASCC found no evidence of potentially NRHP-eligible properties (including archaeological sites) within either the direct or indirect APE for the Guild Road Industrial Park project (Appendix D). For the project as it is proposed, ASCC recommended a finding of no effect on historic properties that are listed on, or eligible for listing on, the NRHP. ASCC recommended documentation of two nearby historic-era properties within the project viewshed on the Washington State Historic Property Inventory (HPI). It is ASCC’s opinion in the Cultural Resources Survey that the proposed project will have no effect on historic properties (including archaeological sites) that are listed on, or eligible for listing on, the NRHP. ASCC recommended no further cultural resource work within the project area.

## Section C – Affected Environment

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The project components described in this section discuss potential direct and indirect impacts from proposed project activities and specify proposed measures to mitigate probable impacts.

### 1. Affected Area

The project site is located in an area that is known as the Woodland Bottoms. This area is characterized by the fertile alluvial soils associated with the Lewis and Columbia River floodplains. The Woodland Bottoms has been protected by dikes for nearly 100 years and is an active agricultural area. The parcel is in the City of Woodland which is located on the Interstate 5 highway corridor as well as the Burlington Northern Santa Fe rail corridor.

The site was previously used for agriculture and supported a number of buildings associated with growing and marketing roses. At present the site is level and for the most part is covered by a grass field. A wetland area is located on the east boundary of the site and includes some trees and wetland vegetation. The only wildlife at the site consists of songbirds, rodents and occasional visits by deer or coyotes. There are no parks or wildlife areas near the site. Site photos are available in Appendix E.

### 2. Coastal Zones

The project is not located within a designated coastal zone subject to the Coastal Zone Management Act. There are no proposed overwater structures that could impact navigable waters.

### 3. Wetlands

Ecological Land Services, Inc. completed a Critical Areas Report on April 28, 2016 which contains information regarding the wetland delineation (Appendix F). The wetland delineation followed the Routine Determination Method according to the U.S. Army Corps of Engineers, *Wetland Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys and Coast Region (Version 2.0)* There are two wetlands located within the eastern portion of the project area. Wetland A is a Category III forested, depressional wetland that extends offsite to the south. Wetland B is a Category IV forested, depressional wetland that is contained wholly within the project area. The wetland boundaries and ratings have been reviewed by Rebecca Rothwell, Wetlands and Shorelands Specialist for the Washington Department of Ecology. Her concurrence can be found in Appendix G. The wetlands have also undergone a desk review by the U.S. Army Corps of Engineers and the Port of Woodland received a Preliminary Jurisdictional Determination stating that the wetlands may be Waters of the U.S. The Port of Woodland chose to avoid all wetland fill, and limited impacts to indirect wetland impacts due to an insufficient buffer width. They are proposing 0.16 acres of indirect wetland impacts to one Category III and one Category IV wetland, resulting from construction of the Guild Road Industrial Park. A total of 0.08 credits will be purchased from the Columbia River Wetland Mitigation Bank to adequately replace lost wetland functions due to indirect wetland impacts.

The proposed project footprint is concentrated over the existing uplands. All direct wetland impacts were avoided. Impacts were limited to indirect wetland impacts due to an insufficient buffer width. These

impacts were necessary to provide adequate space for the industrial development. By concentrating impacts over the uplands and within the functionally isolated wetland buffers, wetland impacts are both avoided and minimized. The proposed project minimizes permanent wetland impacts to both wetlands by completely avoiding wetland fill and placing development in currently low functioning wetland buffers. The development surrounding the west side of the wetlands will have a large fence installed to minimize impacts to the wetlands due to an increase in human presence.

#### **4. Floodplains**

The project is not located within a FEMA mapped 100-year or 500-year floodplain. The FEMA floodplain map is available in Appendix H.

#### **5. Endangered Species**

No threatened or endangered species are known to be on or near the site. The Washington Department of Fish and Wildlife's Priority Habitat and Species Maps indicate the presence of a migration area for Sandhill crane (*Grus Canadensis*) approximately 4,000 feet to the northwest of the project area. Sandhill crane are listed as endangered by Washington state only. There are no anticipated impacts to endangered species as a direct or indirect result of the proposed development.

#### **6. Land Use and Zoning**

The site is entirely within the city and has been zoned Light Industrial by the City of Woodland. The Comprehensive Plan designation is Industrial. Nearby uses include light and heavy industrial sites such as a cement concrete batch plant and a cabinet manufacturing shop. Adjacent properties also include parcels that are currently zoned for industrial but are presently being used for agriculture.

#### **7. Solid Waste Management**

Quantities of solid waste are unknown since the nature of the businesses that will occupy the buildings is unknown at this time. The Port does not anticipate any unusual or hazardous solid waste will be generated by a typical occupant and that only "normal" waste will be generated at this site.

The City of Woodland has mandatory garbage collection and contracts with a local waste management contractor. Curbside recycling is also included with the provided services. The service provided serves the majority of Cowlitz County and there are no limitations on the useful life of the disposal facility.

#### **8. Hazardous or Toxic Substances**

A Phase I Environmental Site Assessment was completed for the site by PBS Engineering and Environmental in June 2005 (Appendix I), and the following is cut from the Executive Summary as required:

"A Phase One Environmental Site Assessment was conducted by PBS for the property located at 1435 Guild Road in Woodland, Washington. The project was performed in general accordance with ASTM Standard E 1527-00, *Standard Practice for Environmental Site Assessments; Phase One Environmental Site Assessment Process*.

The subject property was vacant and in agricultural use as part of a larger dairy farm by 1912. By the mid-1940s, the property was part of the larger "United Bulb Company". The structure on the site was constructed

in the late 1960s and was used for packing and shipping by United Bulb Company. In the late 1970s, the business was purchased from United Bulb Co., and became Northwest Roses, which leased the subject property from the owners. The property was used to store, package and ship dormant roses, blueberries and other plants. Open areas of the site were used to store and heel-in nursery stock awaiting packing and shipping. This use of the site continued until late 2004, when the business moved its equipment and stock to a nearby property. The site is served by two irrigation wells, and potable water may be piped from the east adjacent property. An on-site septic system is present, as well.

A fuel pump is present near the north irrigation well, and an apparently abandoned 2,000-gallon tank is stored on the ground surface near the north irrigation well. It is not known if the fuel pump was associated with this tank, if the tank was once underground, or if an underground tank remains in that area. A heating oil tank may be present beneath the floor of the building, based on the presence of a "fuel oil" fill pipe located near a furnace. An abandoned approximately 250-gallon aboveground tank was observed near the northwest corner of the building. The use and historical location of this AST are unknown. For the last ten years, until the business relocated in late 2004, an aboveground diesel fuel tank was in use on the site and was also located near the north irrigation well. This AST was moved in early 2005 to the current business location nearby to the north of the subject property. Oily soil staining was observed in the vicinity of this AST and is likely the result of drips and minor spills from the pump-end of the AST.

A chemical storage closet is present in the building and was used to store fungicides and pre-emergent herbicides during active use of the site. A few containers remain in that area, and an odor of pesticides was detected in the vicinity of the closet.

Adjacent properties were in mixed agricultural and residential use by the 1940s. The east adjacent property was part of the United Bulb Co., facility. The southwest corner of the main building is on the east subject property line. The southeast adjacent property, once part of the bulb company's site, as well, has been leased as a "ready-mix" concrete business since approximately the early 1990s. Residences are present on north and west adjacent properties, and a cabinet shop has been present on a north adjacent property since approximately the mid-1990s. The south adjacent property has remained in agricultural use and is currently used to grow raspberries.

EPA and state environmental databases were reviewed to identify sites that pose a potential environmental concern to the subject property due to contaminant migration. Based on a review of the listed sites, none appear to pose a significant environmental concern to the subject property.

Based on the findings of this study, a *recognized environmental condition* exists on the subject property: At least one underground storage tank, used for heating oil, is present on the site and a second tank, used for fuel, may be present near a fuel pump in the vicinity of the north irrigation well.

Other conditions of concern include an abandoned above-ground tank and abandoned possible former underground tank, pesticide odors in the vicinity of a chemical storage closet, an on-site septic system and on-site irrigation wells (see Section 8.1).

Additional studies are recommended to determine the location, size and condition of underground storage tanks that remain on the site."

HydroCon Environmental, LLC prepared a memorandum on May 2, 2016 to document research and investigative tasks performed to locate underground storage tanks (USTs) that were reported to be located at the property by the Phase I study (Appendix J). Geophysical surveys did not indicate the presence of any underground storage tanks in the areas surveys. One underground storage tank that



contained heating oil was located at the property between the “Old” and “New Building”. The tank had been filled with concrete (i.e., “closed in-place”). A tank used to hold fuel was located near the Pump House, and a concrete pad and product piping was observed in this area as well as electrical conduit line. According to the study, the tank is no longer located there. Granular fill soil underlies the concrete pad. The imported soil may have been placed to fill the underground storage tank cavity or it may have been used as sub base for the pump pad.

If an underground storage tank is encountered during site demolition, HydroCon recommended that the construction contractor stop work near the tank location and contact the Port of Woodland representative immediately. If fuel is observed to be leaking from the tank, placement of absorbent socks is recommended to mitigate the spread of product. An environmental consultant licensed as a Washington State Site Assessor (HydroCon) should be contacted to supervise the proper decommissioning of the tank, management of the waste, and disposal of the tank shell.

Since the future occupants of the buildings to be constructed at this site are unknown at this time it is not possible to say what substances will be used or stored. The Port will require all tenants to comply with state and local regulations as pertains to toxic, hazardous or radioactive substances.

## **9. Water Resources**

There are two wetlands located within the project area. Wetland A is a Category III forested, depressional wetland that extends offsite to the south. Wetland B is a Category IV forested, depressional wetland that is contained within the project area. These wetlands may be Waters of the U.S. as determined by a Preliminary Jurisdictional Determination completed by the U.S. Army Corps of Engineers on June 27, 2016 (Appendix K). The Port of Woodland does not propose to directly impact (fill) either of these wetlands. The Port will mitigate for indirect wetland impacts due to an insufficient wetland buffer width by purchasing bank credits from the Columbia River Mitigation Bank.

Discharge of treated stormwater will be to ditches along Guild Road to be directed to sloughs within the Woodland Bottoms. The receiving surface water body is not on the 303(d) list of impaired waters. The proposed project is not located within an area mapped by the EPA as sole source aquifer recharge area.

No groundwater will be utilized at this site and no discharges to groundwater are anticipated. As the site is located near the current city limits, there are existing private groundwater wells in the vicinity of the site. The proposed improvements will not impact surface drainage patterns. Construction at the site will require coverage under the Washington State Construction Stormwater General Permit.

## **10. Water Supply and Distribution System**

The site will receive drinking water from the City of Woodland public water supply system. The city withdraws the water supply from a Ranney well adjacent to the North Fork of the Lewis River and treats the water for removal of iron and manganese. The system serves a population of approximately 6,000 persons and is fully compliant with all state and federal regulations. The quantity of water needed at this site is expected to be typical of the water usage required at an industrial site but cannot be estimated at this time.

## **11. Wastewater Collection and Treatment Facilities**

City of Woodland operates a wastewater collection and treatment system that serves the majority of the city limits and the population of the city as well as some areas outside of the city. The wastewater treatment plant provides secondary treatment and discharges treated effluent to the North Fork of the Lewis River. The plant is fully compliant with state and federal regulations. It is unknown what quantity of discharge from this site will need to be collected and treated. The city has adequate facilities to handle typical discharges from industrial development that is anticipated at this site.

## **12. Environmental Justice (Executive Order 12898)**

The project will develop a vacant site. There will not be any displacement or impacts to any residential properties. The parcel falls within the industrial zoned area of the city and is surrounded by primarily industrial sites of vacant land.

## **13. Transportation (Streets, Traffic and Parking)**

The site is served by Guild Road and Schurman Way. These roads are Industrial Collectors and primarily serve industrial properties in the city. A new road is proposed along the west line of the parcel which will provide access to the sites and future development to the west and south. Construction of the development and the new road will not impact traffic patterns and does not impact the level of service of any of the area streets or significant intersections in the city.

## **14. Air Quality**

The project is located in a light industrial zone of the City of Woodland. Land uses that result in any significant air quality impact are not consistent with the light industrial zoning code. As it is unknown what eventual users will occupy this site it can only be concluded that impacts to air quality will be regulated by the requirements of the city zoning codes.

## **15. Noise**

The project is located in a light industrial zone of the City of Woodland. Land uses that result in any significant noise impact are not consistent with the light industrial zoning code. As it is unknown what eventual users will occupy this site it can only be concluded that impacts to ambient noise will be regulated by the requirements of the city zoning codes.

## **16. Permits**

The following permits are identified to be needed for the construction of the Guild Road Industrial Park Phase II Project, with anticipated timeline for obtaining the permit.

For site earthwork, utilities, roadway and stormwater, the following permits are required:

- SEPA Checklist – Complete and submitted. Port of Woodland is lead agency.
- Critical Areas Checklist – Completed and submitted to City of Woodland
- Guild Road Wetland Bank Use Plan – Completed and submitted

- Stormwater report approval – Completed and submitted to City of Woodland
- Fill and Grade Permit will be required from City of Woodland
- Coverage under Ecology's General Construction Stormwater Permit – 60 days
- Construction Stormwater Pollution Prevention Plan approval – submitted to City as part of individual developments are proposed.
- City approval of utility and roadway drawings
- Potential fire department approval of water utility drawings.
- Cultural Review Survey – completed by Ecological Land Services Inc. April 29, 2016 – Results were negative.
- Other state or federal permits may be needed if additional outside funding is obtained.
- Wetland Concurrence – Issued by USACE on June 27, 2016.
- Determination of Non-Significance issued by ELS on June 22, 2018.

## **17. Public Notification/Controversy**

The public was notified of the project through the SEPA notifications process including publication of a notice in the paper of record in May of 2018 and notification of affected agencies. The Port has not received any information to indicate that there is controversy or objections to the proposal.

## **18. Cumulative Effects**

No direct impacts are proposed on the ecosystems surrounding the project. Indirect impacts to wetlands are being adequately compensated for through the purchase of wetland mitigation bank credits. Overall, the cumulative effects on the environment are minor. No other impacts or potential cumulative impacts have been identified.

## **Section D – Mitigation**

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The Port of Woodland followed the appropriate mitigation sequencing steps by 1) avoiding direct impacts to wetlands, 2) minimizing impacts, and 3) mitigating for indirect wetland impacts. Ecological Land Services, Inc. prepared a bank use plan to compensate for 0.16 acres of indirect wetland impacts to one Category III and one Category IV wetland, resulting from construction of the Guild Road Industrial Park. Per the report, a total of 0.08 credits will be purchased from the Columbia River Wetland Mitigation Bank to adequately replace lost wetland functions due to indirect wetland impacts. See the Bank Use Plan dated July 3, 2018 by Ecological Land Services in Appendix B.

## Section E – List of Attachments

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The following checklist is a list of required and optional attachments to the Environmental Narrative as described in the sections above.

Checklist of Optional Environmental Documents:

- SHPO/THPO and Tribal leader comments and copy of submittals (see Section B)
- Site photographs (see Section C1)
- Coastal Zone consistency determination (see C2)
- Critical Areas Report and Wetland Delineation (see C3)
- Jurisdictional Determination from the US Army Corps of Engineers (see C3)
- Preliminary wetland info (see C3)
- Correspondence with Washington State Department of Ecology for wetland boundary verification (see C3)
- Natural Resources Conservation Service determination of Prime Farmland, Form AD-1006, if applicable (see C6)
- Assessment of the Location of Underground Storage Tanks at 1435 Guild Road, Woodland, Washington, prepared by HydroCon Environmental on May 2, 2016 (see C6)
- Phase I Environmental Site Assessment (see C8)
- Phase II Environmental Site Assessment (see C8)
- Sole Source Aquifer review by US Environmental Protection Agency, if applicable (see C9)
- Other federal, state and local environmental permits (see C16)
- Copies of public notices, public hearing minutes, etc. (see C17)

## **Section F – Overall Estimated Project Schedule**

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The following schedule is anticipated for the development of the Guild Road Industrial Park Phase I

Design – complete by end of 2018

Permits – complete and obtained by end of March 2019

Easements/Right of Way – complete and dedicated by end of March 2019

Bid Ad and Award – complete and awarded by end of April 2019

Construction – complete by end of 2019

## **Appendices**

<b>Appendix A:</b>	<b>Guild Road Phase 1 Preliminary Plans</b>
<b>Appendix B:</b>	<b>Bank Use Plan</b>
<b>Appendix C:</b>	<b>Preliminary Engineering Report</b>
<b>Appendix D:</b>	<b>Cultural Resources Report</b>
<b>Appendix E:</b>	<b>Site Photos</b>
<b>Appendix F:</b>	<b>Critical Areas Report</b>
<b>Appendix G:</b>	<b>Ecology Concurrence</b>
<b>Appendix H:</b>	<b>FEMA Flood Map</b>
<b>Appendix I:</b>	<b>Phase I Environmental Site Assessment</b>
<b>Appendix J:</b>	<b>HydroCon Memo</b>
<b>Appendix K:</b>	<b>NWP 2016-323-PDJ</b>

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