



SUBMIT TO:
City of Vancouver
Development Review Services
4400 NE 77th Av
Vancouver, WA 98662
Or mail to: PO Box 1995
Vancouver, WA 98668-1995

For Office Use Only
DATE RECEIVED: _____
CASE NUMBER: _____

ENVIRONMENTAL CHECKLIST **WAC 197-11-960**

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

Mailing Address: 3103 NW Lower River Road, Vancouver, WA 98660
(No., City, State, ZIP)

Applicant: Keyera Energy, Inc. Contact Todd Bryan Telephone: 713-715-4661
(Print or Type Name)

Mailing Address: 10370 Richmond Ave. Suite 210 Granite Westchase, Houston, TX 77042
(No., City, State, ZIP)

Relationship to Owner: Keyera Energy Inc, expects to be a tenant of the Port of Vancouver, USA. A lease will be executed before the proposed project will be initiated.

Tax Assessor Serial Number(s): _____

Legal description: Lot(s) 152903-000 Block(s) N/A Plat name _____
Proposed site configuration to be created through Boundary Line Adjustment

(If a Metes and Bounds description, check here , and attach narrative to this application.)

Site Address (if any): NA

Ⓞ 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.

A. BACKGROUND

1. Name of proposed project, if applicable:

Keyera Energy, Inc. Vancouver Terminal Relocation

2. Date checklist prepared:

December 7, 2009

3. Agency requesting checklist:

The City of Vancouver is the lead agency requesting the preparation of a State Environmental Policy Act (SEPA) Checklist that considers the potential impacts associated with this project. City of Vancouver has adopted land use and development ordinances pursuant to Washington Growth Management Act that are intended to address potential adverse impacts associated with construction of projects within its incorporated boundaries. This project proposes to comply with the adopted regulations where applicable to this project. Under WAC 197-11-930, for private projects for which there is only one agency with jurisdiction, the lead agency shall be the agency with jurisdiction.

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

The Applicant anticipates the Keyera Energy, Inc Vancouver Terminal Relocation project (Project) will achieve final site plan approval within the allowable period of time prescribed by Vancouver Municipal Code. Phase 1 Construction is proposed to begin in early 2010 with completion in the fall of 2010 or as weather and market conditions dictate. Phase 2 & 3 Construction will be constructed within 5 years of the Preliminary Site Plan Review Approval or as extensions may be approved.

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

The project is proposed for review and construction as a three phase project. There is no plan for further activity related to the proposal. As explained in A.9, there is an additional lot that will have access off of a road to be built as part of the proposed project.

The Port of Vancouver is currently constructing the West Vancouver Freight Access (WVFA) Project, which is a separately permitted and funded project. The WVFA Project abuts the south property line of the site where a rail spur is proposed to connect onto the Keyera Site.

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

Keyera commissioned two site investigations conducted by Columbia West Engineering, Inc. which were documented in reports dated October 16, 2009 and November 4, 2009.

The results of the initial investigation are provided in the attached report dated October 16, 2009 titled *Summary of Environmental Investigations and Observations Port of Vancouver Terminal 5 Property, Vancouver, Washington* CWE W.O. No. 09079. The findings and conclusions are summarized as follows:

"On September 9, 2009, at Keyera's direction, Columbia West collected six soil samples from areas north and east of the Vanexco Cap. Figure 2 shows the sample locations. Samples were collected from the ground surface to 12 inches in depth. Sample names correspond to locations with extensions referring to the depth of the sample in inches. The samples were submitted for laboratory analysis for polychlorinated biphenyl (PCBs), polycyclic aromatic hydrocarbons (PAHs), gasoline, diesel, heavy oil, and Resource Conservation and Recovery Act (RCRA) 8 metals."

"As indicated on Table 1, laboratory results indicated that none of the samples contained PCBs, gasoline, diesel, heavy oil, or RCRA 8 metals at concentrations exceeding Ecology Model Toxic Control Act (MTCA) Method A cleanup levels for industrial properties. The only constituent exceeding MTCA Method A cleanup levels for industrial properties was benzo(a)pyrene, one of the PAHs. None of the other PAHs were detected above industrial property cleanup levels. The benzo(a)pyrene exceedance occurred at one sample location, Sample SL2-0-6. The detected benzo(a)pyrene concentration of 8.6 mg/kg at this location exceeded the MTCA Level A industrial cleanup level of 2 mg/kg. This sample also contained detectable levels of diesel and heavy oil, although the concentrations of these constituents were below MTCA Method A industrial cleanup levels."

CONCLUSION

"After review and analysis of the results of the sampling investigation, Columbia West provides the following conclusions:"

- "None of the soil samples collected contained PCBs, gasoline, diesel, heavy oil, or RCRA 8 metals at concentrations exceeding MTCA Method A cleanup levels for industrial properties."*
- "Benzo(a)pyrene, one of the PAHs, was detected at one sample location at a concentration above MTCA Method A cleanup levels for industrial properties."*
- "The extent of benzo(a)pyrene impacted soil is not known."*
- "Additional research and quantification of specific risks posed by benzo(a)pyrene may be warranted."
(Please see the attached November 16, 2009 Report)*

The results of the follow up investigation are provided in the attached report dated November 4, 2009 titled VANEXCO Cap / Concrete Sealant Sampling Results Port of Vancouver Terminal 5 Property, Vancouver, Washington CWE W.O. No. 09079. The findings and conclusions are summarized as follows:

"The consistency and appearance of the viscous material suggest it is likely a type of concrete joint sealant. It is present in small amounts and only at exposed concrete edges or joints. The presence of the sealant material does not appear to indicate that the integrity of the concrete cap has been compromised or breached."

□ *"The sealant sample contained low levels of PCBs that were below Model Toxic Control Act (MTCA) Method A Soil Cleanup Levels for Industrial Properties."*

□ *"The concentrations of all RCRA 8 metals in the collected sample were below MTCA Method A Soil Cleanup Levels for Industrial Properties except cadmium. However, the cadmium concentration of 2.23 mg/kg was only slightly above the Method A Cleanup Level of 2 mg/kg."
(Please see the attached November 4, 2009 Report)*

No other environmental studies have been prepared specifically and exclusively for this proposal. The Keyera Site will occupy approximately 5.0 acres of the former Alcoa Site. The project will involve disturbance of additional land located off site. Environmental Records based on Tax Lot Number identification will consider a much larger site previously occupied by Alcoa. The review authority should only consider the portion of the Alcoa Site that pertains to the Keyera Project. The Keyera Project is taking place in a portion of the Alcoa Site formerly occupied by an aluminum extrusion mill that was operated by Vanexco.

Alcoa Site Environmental History:

Prior and Ongoing: Alcoa's and Evergreen's cleanup activities on the site included site excavation, filling, grading, and environmental capping pursuant to enforcement orders and a consolidated consent decree (Consent Decree) entered into with the Washington Department of Ecology (Ecology) and entered by the Clark County Superior Court. The Port was the successor to protections under this decree after completing the purchase of the Alcoa property. Cleanup activities at the site were performed according to an Ecology-approved cleanup action plan. Evergreen and Alcoa remediation activities are described below.

Alcoa completed several investigations and cleanups under Ecology orders since smelting operations ceased in 1986. A separate Enforcement Order issued by Ecology in 2008 addressed underground storage tank removal and shoreline cleanup. Sediment dredging, shoreline cleanup, and demolition of the majority of above-ground structures were completed in April 2009. A final remedy for the East

Landfill is being developed, and it will be covered either as an addendum to the Consent Decree or under a separate Ecology order.

The proposal refers to information contained in:

- *Alcoa Vancouver Sediment Remediation Project Environmental Checklist, Alcoa Inc., August 27, 2008*
- *Consent Decree and Cleanup Action Plan, SEPA Determination of Non-Significance, Washington Department of Ecology, September 11, 2008*
- *Enforcement order 4931, Washington Department of Ecology, August 7, 2007*
- *The Port of Vancouver's Proposed Alcoa/Evergreen Development Project, Clark County, Washington, Archaeological Study, Archaeological Investigations Northwest (AINW), December 30, 2008*
- *Critical Area Impact Letter, Ash Creek Associates, Inc, December 30, 2008*
- *Port of Vancouver Rail Access Project, SEPA Mitigated Determination of Non-Significance, Port of Vancouver, November 2, 2007*
- *Final Project Approval Letter, Enforcement Order 4931, Washington Department of Ecology, December 3, 2008*
- *Consent Decree entered between Washington Department of Ecology and Alcoa, Inc., State of Washington, Clark County Superior Court No. 09-2-00247-2, January 30, 2009.*

These documents are incorporated by reference.

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.

None

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

The City of Vancouver (City) is the lead agency for SEPA Review and will be responsible for land use review and building permit review.

We anticipate the following permits for implementation of this project:

City of Vancouver:

*Type II Preliminary & Final Site Plan Review
Grading Permit
Sign Permit
Building Permit(s)
Fire Marshal Approval
Water Connection Permit
Sewer Connection Permit
Civil Engineering Approval*

*Certificate of Concurrency
Boundary Line Adjustment*

Washington Department of Ecology (Ecology)
*Construction Stormwater General NPDES Permit
Ecology Industrial Section review and approval of site-
plans*

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.)

A site plan is attached, which provides a graphical reference for improvements discussed in the following narrative. Three phases of construction are delineated on the Site Plan. Phase 1 considers construction of site improvements and infrastructure. Phase 2 considers construction of a Phase 2a storage shed and Phased 2b considers construction of Storage Tank (Number 3) which are intended for individual occupancy Phase 3 considers construction of an alternate access lane configuration.

The Keyera Vancouver Terminal Relocation Project proposes to relocate an existing Liquid Petroleum Gas (LPG) Propane transfer facility to vacant land located within the Port of Vancouver's Terminal 5. Operations will be conducted 24 hours a day 7 days a week. The Keyera facility will receive propane shipments by rail tank car which will be transferred to storage tanks located on site from which tank trucks will be loaded with propane for delivery to wholesale users in the region. No retail sales are proposed to be conducted on site.

The project will be located on Assessors Tax Lot 152903-000 which will be reconfigured to conform to the proposed lot configuration of approximately 5.0 acres

Access to the site will be assured by a Private Access Easement over an existing Port owned access lane located on the abutting lot to the west. The easement / access lane will provide access to Lower River Road.

Site Improvements will include: *Construction of major components includes of a new rail spur that connects to the WVFA Project Terminal 5 loop track, paving for vehicular circulation, gravel surface for erosion control, security fencing, utility extensions, and installation of propane storage and transfer equipment. Please refer to the attached site plan and associated infrastructure plans.*

Key Site Improvements:

540 SF	Office Building
160 SF	Storage Building (Phase 2)
Per Site Plan	Rail Spur Accessing (WVFA)
6	Propane Transfer Positions (Rail to Fixed Storage)

	Tanks) & associated footing and mechanical connections.
2	Propane Transfer Positions (Storage Tanks to Tank Truck) & associated footing and mechanical connections.
3	80,000-gallon Propane Storage Tanks & associated footing and mechanical connections.
Per Site Plan	Resurfacing of access drive.
Per Site Plan	Paved Maneuvering Area, Gravel Surfacing, Fencing,
Per Civil Plan	Utilities

Grading activities will utilize cut and fill material generated on site as well as approved and permitted offsite sources of fill. Engineered Fill may consist of sand, dredge materials, asphalt millings, construction aggregate and crushed concrete as approved by the project Geotechnical Engineer. Fill will also be imported from approved offsite sources. Some of the fill material may consist of sand and dredge material from the dredge disposal site on Parcel 3, 1.2 miles away. The Parcel 3 dredge disposal site is an area of approximately 40 acres that has received all necessary permits to receive dredge material from the Columbia River Channel Improvement Project (CRCIP). The dredge disposal site is contained by a 12-foot high earthen berm composed of native soils. Stormwater within this site infiltrates and this site was constructed in order to not allow stormwater to enter surface waters of the state. In addition, Best Management Practices (BMPs), including a wheel wash system along the access road to the dredge disposal site, will be implemented to minimize impacts. The total area of impact to the dredge disposal site is estimated to be approximately one acre.

The site was previously used as an aluminum smelting and extrusion operation by Alcoa Aluminum (now decommissioned). Environmental contamination occurred on the site as the result of the prior aluminum smelting operation and resulted in remediation ordered by Ecology (See Section A.6.).

A containment cap in an area formerly operated as an extrusion mill by Vanexco (The Vanexco Cap) will be penetrated to install support footings and conveyance piping. The points of penetration will be sealed after construction to re-establish the water tight integrity of the containment cap. Additionally a layer of fill and a fabric membrane will be placed over the cap which will be topped with a minimum of 3 inches of minus gravel. The finished surface will be graded to provide positive drainage of stormwater to collection points into the stormwater conveyance system.

Disturbed Area Statistics:

217,767±SF 5.0 Acres	Keyera Lot Area: Disturbed area that is considered on site. This area is located within the Port of Vancouver Terminal 5 Stormwater Construction Permit
43,790± SF	Access Lane: Disturbed area offsite associated with access lane from project boundary over lot 5 to SR 501. This area is located within the Port of Vancouver Terminal 5 Stormwater Construction Permit
22,400± SF	Disturbed area associated with rail spur connection
283,957± SF	Sub Total Terminal 5 disturbed area

43,560 SF	<i>Disturbed area associated within Parcel 3 dredge stockpile if utilized.</i>
14,200± SF	<i>Disturbed area associated with utility extension to the Keyera site which originate at a point where current utilities are terminated on Lower River Road north east of the site</i>
341,717± Sf	Total Disturbed Area

Stormwater generated during construction activities will be controlled by temporary facilities that are implemented in accordance with an approved *Construction Stormwater General NPDES Permit*

At build out stormwater generated on site will be piped to the existing storm conveyance system, which drains to the existing storm sewer lift station. The stormwater will then be pumped to an existing permitted stormwater facility located west of the site to receive stormwater quality treatment before being discharged to the Columbia River via an existing outfall permitted under the Ports Municipal Permit.

Off site project related construction activities will involve:

- *Reconstruction of approximately 1,293± lineal feet of a circulation lane to a 24' width that will provide access to the newly reconfigured lot, as well as, the abutting lot to the east. Phase 3 will provide an alternate access alignment for the access lane near the connection to Lower River Road.*
- *Construction of a rail spur that provides rail connection from the Keyera Site to the WVRA project.*
- *Offsite Utility Extensions will include extending City of Vancouver Public Water and Public Sanitary Sewer to the site. The extensions originate near the intersection of Old Lower River Road and SR 501 and extend to the intersection of Old Lower River Road and Lower River Road. Offsite Utility Extensions will include extending City of Vancouver Public Water and Public Sanitary Sewer to the site from current stubbed locations. Utility extensions will involve excavation for utility trenches, pipe, electrical conductors, vaults, placement of offsite backfill materials, and resurfacing to the prior surface condition. The utility extensions will be constructed pursuant to City of Vancouver Water, Sanitary Sewer, Grading and Erosion Control Standards. Additional utilities such as electrical, telephone, natural gas, audio / video cable will be extended to the site. Utility construction will be subject to review and approval of a final utility plan prepared for review and approval by the purveyor.*

Please refer to the attached Site Plan & Civil Plans for more information.

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

The site is generally flat.

Clark County GIS lists 99% of the site being 0-5% slope and- 1% of the site being 5-10% slope.

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

The steepest slope on the site is mapped at 10% for very isolated areas such as side slope of existing roadway.

- 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.

The Natural Resources Conservation Service (NRCS) and Clark GIS map the site soils as follows:

97% Site is mapped as (Fn) Fill
3% Site is mapped as (PhB) Philchuck Fine Sand

The site was previously an aluminum smelting (heavy industrial) operation where native soils have been previously disturbed over the last 45 years across the entire site. The foundation (the Vanexco Cap) located on site will be breached by construction activities. Ecology approval is required, however, prior to start of construction activities, and cap integrity will be maintained per Ecology requirements. The exposed soils on site appear to be primarily graded construction aggregate.

There has been no agricultural activity on the site within the last 45 years.

The site is mapped as Non Hydric Soils for 100% of the site.

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

None Observed:

Clark County GIS indicators map a portion of the site with moderate – high susceptibility for liquefaction. Foundation systems will be designed based on specification of the project Geotechnical Engineer, Columbia West Engineering. An earlier geotechnical study was conducted by Ash Creek and Associates that considered this site and is attached.

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

The site will be graded to accommodate surface drainage and site adaptation of the proposed improvements. The existing foundation on the site is acting as a containment cap for environmental contamination found in the sub soil. The foundation will be covered with fill material, fabric, and gravel surface

Construction of this project anticipates grading activities will handle approximately 20,000 cubic yards of cut and fill.

Grading activities will utilize cut and fill material generated on site as well as offsite sources of fill. Engineered Fill may consist of sand, dredge spoils, asphalt millings, construction aggregate and crushed concrete as approved by the project Geotechnical Engineer.

Fill material will also be imported from approved and permitted off site sources. One source of material that may be utilized consists of sand and dredge material removed from the dredge disposal site on Parcel 3, 1.2 miles away. The Parcel 3 dredge disposal site is an area of approximately 40 acres that has received all necessary permits to receive dredge material from the Columbia River Channel Improvement Project (CRCIP). The dredge disposal site is contained by a 12-foot high earthen berm composed of native soils. Stormwater within this site infiltrates, and this site was constructed in order to not allow stormwater to enter surface waters of the state. In addition, Best Management Practices (BMPs), including a wheel wash system along the access road to the dredge disposal site, will be implemented to minimize impacts. The total area of impact to the dredge disposal site will be approximately an acre.

Graded construction aggregate will be imported for subgrade and finish grade application from commercial quarries located in Clark County.

Final cut and fill quantities will be established by the Final Grading Plan.

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

Yes, but unlikely

Erosion could occur as the result of clearing and construction, which is the case with all ground disturbing activities conducted in Western Washington. The site is relatively flat and is covered by a large concrete foundation (the Vanexco Cap) and gravel. A project specific grading and erosion control plan will be prepared pursuant to City of Vancouver Grading and Erosion Control Ordinance by the project civil engineer, HDJ Design Group, PLLC, who are licensed professional engineers in the State of Washington. The Grading and Erosion Control Plan will be subject to review and approval by the City of Vancouver prior to beginning construction activities. Erosion control measures identified in the

plans will be implemented on site and inspected prior to construction. City Staff will inspect the site during grading operations.

Fill material obtained offsite from the Parcel 3 dredge disposal site are subject to an existing erosion plan for the site that include BMP's such as a 12-foot high containment berm and wheel wash area. Stormwater falling within the disposal site infiltrates into the soil.

Site soils will be stabilized with impervious surfaces at the end of construction activities

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

The site is currently 100% covered with impervious surface. At build out of all phases the site will be 100% covered by impervious surfaces including, concrete, asphalt, and gravel.

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

The potential for erosion will be minimized through the implementation of BMPs for erosion sediment control as necessary and consistent with applicable City and Ecology regulations identified in the most current edition of the Stormwater Management Manual for Western Washington. BMPs are anticipated to include appropriate measures such as filter fabric fencing, inlet protection pillows, sediment traps, wheel wash, and stabilized construction entrance(s). Additionally, an erosion control specialist will inspect the installation of erosion control measures and the maintenance of BMPs. Weekly City erosion control inspections are anticipated for the entire construction period. Ecology representatives will also inspect erosion control measures and are anticipated to visit the site twice during construction.

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.

Construction of this project will result in short-term durations of heavy equipment exhaust and small amounts of fugitive dust. Fugitive dust will be minimized by implementation of a comprehensive Erosion Control Plan and the use of water trucks during construction if necessary.

Post Construction the site would generate long-term emission for automobile exhaust and truck and locomotive exhaust. Small amounts of fugitive dust could collect in localized areas on impervious surfaces.

Facility Operations will involve transfer propane through a closed system designed by the mechanical engineer, Alpha Engineering, a professional engineering firm licensed in the State of Washington. The propane will be transferred by certified technicians from rail car to fixed storage tanks and subsequently transferred to tanker trucks for delivery to wholesale users. During the transfer from storage tanks to tanker trucks minute quantities of propane escape to the atmosphere when the hose connections are disconnected.

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

The site is located in a heavy industrial area where other facilities generate emissions and odors. No objectionable sources of odor or emission have been identified offsite. Clark Public Utility is located east of the site which produces small amounts of steam vapor and emission, however; the observed levels of odor and emissions are not noticeable or objectionable.

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

The propane transfer facility has been designed to comply with applicable Federal, State and Local standards. The project construction will utilize a water truck when operating during dry conditions to suppress derelict dust. Grading will be completed under an erosion control plan. Maintenance for the operation will include periodic wash down of paved surfaces to remove accumulations of dust.

The Vancouver urban growth area is subject to vehicle emissions testing and enforcement. Signage will be posted on site which requires trucks to shut down their motors after three minutes of idling.

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.

On Site:

No surface water bodies have been observed or mapped on the Keyera Site.

Vicinity:

Two major surface water bodies are located in the vicinity, the Columbia River and Vancouver Lake. The Columbia River lies more than 1,500 feet south of the proposed southern property line and is separated by an existing internal road and rail road. Vancouver Lake (which drains into the Columbia River) is located approximately 1,300 feet north of the northern extent of the site areas. The wetland located north of the storm pond area will not be affected by the proposed activities. No other wetlands are located near the project area and no wetlands will be affected by the proposed project activities.

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

No work is proposed within 200 feet of the described water.

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

No surface water or wetlands are located on site; therefore, No fill or dredge work is proposed on site. Fill material may be utilized from an offsite source of dredged materials which have been extracted and stored under a separate permit. (See section B.1.e.)

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

No surface water withdrawals or diversions are proposed.

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

No

- (6.) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No waste water will be discharged

Treated stormwater will be discharged to the Columbia River through an engineered and approved storm drainage system.

b. Ground:

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

The proposal will not result in groundwater withdrawals or discharges to ground water and the proposal is not anticipated to be affected by current City regulations regarding groundwater withdrawal or discharges from future use of the site areas.

- (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 project will be connected to a public sanitary sewer system. No domestic sewage will be discharged into the groundwater.

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.

Stormwater runoff will be generated by rainwater falling on the proposed and existing impervious surfaces. Paved surfaces will be used for on site vehicular circulation. Gravel surfaces will only experience periodic vehicular circulation for maintenance or emergency access.

Stormwater generated on site will be piped to the existing storm conveyance system, which drains to the existing storm sewer lift station. The stormwater will then be pumped to an existing permitted stormwater facility located west of the site to receive stormwater quality treatment before being discharged to the Columbia River via an existing permitted outfall.

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

Not Likely,

Site construction activities will be completed in conformance with an approved stormwater and erosion control plan pursuant to conditions of approval and site inspection under a construction stormwater permit.

Stormwater generated after completion of construction will be treated by an engineered and approved stormwater management facility before discharge, no adverse impacts to ground or surface water are anticipated post construction.

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

During filling and grading operations, erosion control and other BMPs will be in place. A preliminary stormwater report and grading and erosion control plan has been prepared by the project civil engineer, HDJ Design Group PLCC, a Professional Engineering firm licensed in the State of Washington. The plan will be reviewed and approved by the City of Vancouver and Ecology prior to beginning construction activities. During construction, BMPs such as silt fencing and temporary sediment traps will be used to reduce surface runoff water effects. During operation stormwater will be treated at an existing offsite master stormwater management facility owned and operated under a construction stormwater permit by the Port of Vancouver.

4. Plants:

- a. Check or circle types of vegetation found on the site:
- Deciduous tree: alter, maple, aspen, other
 - 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 site is currently 100% impervious surfaces with minimal vegetation. The existing vegetation includes upland native and nonnative field grasses, herbaceous annuals, and herbaceous perennials.

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

All vegetation will be removed

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

On October 30, 2008, scientists from the JD White Division of BERGER/ABAM Engineers Inc. visited the site areas and did not locate any threatened or endangered plant species.

The site was later visited by Planning Solutions Inc. staff during the summer and fall of 2009. No threatened or endangered plant species were observed on the site.

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

Landscaping is proposed. No significant vegetation exists on the site areas, no reduction to biological functions and values will occur from the removal of the grass, and no landscaping activities are anticipated to take place in association with this project, consistent with County and City codes.

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 cranes, wintering waterfowl

Mammals: deer, bear, elk, beaver, other: coyote

Fish: bass, salmon, trout, herring, shellfish, other:

These animals are known to use natural areas and agricultural land in the general vicinity of the site areas including Parcel 3 (northwest of the site areas); the Parcel 2 wetland mitigation area (immediately north of the site areas); the Vancouver Lake Wildlife Area (north of SR 501); and the Columbia River (immediately south of the site areas).

Decades-long heavy industrial use of the site areas and clean-up activities of the site areas have eliminated priority habitat and species use of the Alcoa site areas.

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

*According to the Washington Department of Fish and Wildlife (WDFW) Habitats and Species Map, a bald eagle (*Haliaeetus leucocephalus*) nest has been identified offsite in the central western portion of Port of Vancouver Parcel 3. A 660-foot perimeter around the nest has been established to protect nesting activities on Parcel 3. Bald eagles are currently federally listed as a species of concern, and are a state-listed sensitive species.*

Sandhill Cranes are known to use the area in the vicinity of the

site. WDFW has mapped migratory occurrence locations of Sandhill Cranes on the offsite agricultural land of Parcel 3. Sandhill Cranes are listed by the state as endangered but are not listed by the federal government.

According to a biological assessment prepared by Jones and Stokes for the Port's WVFA Project (August 2007), the Columbia River supports the following 14 threatened or endangered evolutionarily significant units (ESUs) and distinct population segments (DPSs) of Pacific salmon and steelhead 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 has been designated for all of the salmonid species listed above (except lower Columbia River Coho salmon) and includes the Columbia River channel which bounds the southern edge of the site areas. Critical habitat for Columbia River bull trout is not designated in the vicinity of the project.

This site has been used for heavy industrial activities for over 45 years and is currently 100% impervious surface in the form of gravel and slab on grade foundation that is acting as a containment cap for ground contamination. The site provides low to no habitat value.

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

The site is located within the Pacific Flyway, a broad migratory corridor that includes most of western and central Clark County and extends from Alaska to Central America and is used by hawks, falcons, songbirds, sandhill cranes, and shorebirds. Because the site areas are in an urban, heavy industrial area, critical stopover areas are not expected to occur on the site areas.

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

As a result of its long history of heavy industrial use and the recent cleanup described above, the site has low to no habitat value. As a result, the project is not anticipated to affect critical habitat or plants or animals, and therefore no measures are proposed to preserve or enhance wildlife.

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.

This project will primarily utilize electricity for heating, lighting, and mechanical operations. Propane may be used for heating.

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

No

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The construction of this project will be executed in accordance with the current energy standards required by Washington State and the International Building Code as adopted by the City of Vancouver Building Department.

7. Environmental Health:

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

Propane will be stored on site which could pose a minimal risk of fire or explosion; however, the facility is subject to numerous levels of regulation at Federal, State and Local Levels. Propane storage and handling is subject to National Fire Prevention Association Section 58 (NFPA 58). Propane will arrive in rail cars certified by the US Department of Transportation for transport of propane. Propane will be stored on site in certified storage tanks. Propane will be loaded into tank trucks certified by the US Department of Transportation for over the road transport of propane.

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

Emergency services could include: ambulance, fire, and police.

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

The propane storage and handling system will be designed in conformance with NFPA 58 by the project mechanical engineer, Alpha Engineering, a Professional Engineering firm licensed in the State of Washington. The propane system will be reviewed by City of Vancouver Fire and Building Departments. The system components will be UL listed and certified for Propane use where applicable. Fire hydrants will be located on site per the City Fire Marshall's direction. A Fire Safety Engineer will review the proposed plans and provide site specific recommendations for fire prevention. The site will have emergency access on the south property line and over the project entry drive from the north. The truck loading positions will have a bypass lane. Security for the facility is regulated by the US Department of Homeland Security, which will minimize the threat of entry by non authorized personnel.

b. Noise:

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

The site is located in a Heavy Industrial Zoning District. Surrounding uses to the north and east are the CPU plant, the Clark County Correctional Facility, and Port industrial uses (east of the correctional facility). To the west is the Russell Towboat and Moorage business and to the northwest is the Columbia Resource Company. These adjacent uses could generate noise audible at the site areas, but noise from these sources is not expected to affect the proposed project.

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

In the short term, engine and road noise from trucks and engine noise from heavy machinery used to spread and compact the fill material is anticipated 24 hours a day 7 days a week throughout construction period. Construction of the facility will involve steel erection, welding and painting.

In the long term, engine noise from material handling equipment, trucks, and trains is anticipated in association with the outdoor storage use of the site areas 24 hours a day, 7 days a week.

Noise levels associated with construction and operations are anticipated to remain within City / State tolerance ranges.

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

The site is located within a Heavy Industrial Zoning District where similar lands uses about the site and operate on a 24 hour a day 7 days a week basis. The site is isolated from Residential Zoning Districts. The project does not identify sources of noise impacts that will require mitigation.

8. Land and Shoreline Use:

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

The site is currently vacant and is surrounded by Heavy Industrial (IH) properties located within the City and County. Surrounding uses to the north and east are the CPU plant, the Clark County Correctional Facility, and Port industrial uses (east of the correctional facility). NW Lower River Road is located north of the CPU plant. Industrial uses associated with the Russell Towboat and Moorage Company and the Columbia Resource Company are located to the west and northwest, with Port property further west. With the exception of several structures and docks along the Columbia River waterfront, there is vacant property to the south between the site areas and the Columbia River.

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

There has been no agricultural activity on the site within the last 45 years.

- c. Describe any structures on the site.

No structures exist on the site with the exception of a concrete foundation (the Vanexco Cap).

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

No structures proposed for demolition

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

The City's zoning designation of the site is IH.

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

The City's Comprehensive Plan designation of the Alcoa site is Industrial (IND). The City of Vancouver is located within a County Regulated under Washington State Growth Management Act (GMA).

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

Not Applicable, The site is located outside the Shoreline of the State associated with the Columbia River.

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

The site is located above the Troutdale Aquifer, which has been designated as a sole source aquifer by Environmental Protection Agency (EPA). The portion of the site located in Clark County is mapped as a critical aquifer recharge area (CARA) Category 1 in the Clark County Environmental Constraints Atlas. No impacts to ground water are anticipated from the proposed project activities.

The site is designated as falling within geologic hazards for the presence of fill soils, soil liquefaction, and site coefficient and ground shaking amplification on City maps.

No other environmentally sensitive areas have been identified on the site areas.

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

The project will provide two full time employment opportunities for highly skilled workers. Indirectly, the project will provide numerous employment opportunities as the result of the distribution and use of propane as an energy source. No residential use is proposed.

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

None

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

No displacement impacts are anticipated as the site is currently vacant.

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

This project has undergone a Pre-Application Review with the City of Vancouver, and the applicant has been proactive in meeting with City, Planning, Fire and Engineering Officials throughout the design process. The project has been designed to comply with current City of Vancouver land use codes. The project has been reviewed by the Port of Vancouver for land use compatibility. The project has been introduced to the closest residential neighborhood association (Fruit Valley Neighborhood

Association) where the association voted to approve the relocation of the Keyera project to the current site.

The proposal is consistent with the City goals and policies contained within the City of Vancouver Comprehensive Growth Plan and Zoning and development standards, and environmental regulations and State and Federal permitting requirements.

9. Housing:

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

No housing is proposed. Residential land use is prohibited in the Heavy Industrial Zoning District.

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

None

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

Not applicable, no existing housing units will be removed.

10. Aesthetics:

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

Building height will not exceed allowed maximum established by the zoning code. The propane rail transfer towers will be the tallest structure on site 30 feet above grade.

Exterior building materials will include wood, concrete, asphalt, and steel as the primary building materials.

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

No view impacts are anticipated.

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

The project is located near the center of a large Heavy Industrial Zoning District. Aesthetics for the proposed project are compatible with surrounding uses which are of a similar character. The scale of the project is relatively small. The site is located on relatively flat ground which does accentuate a view of site topographically.

11. Light and Glare:

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

Short Term: Temporary construction lighting will be used to illuminate construction activities during low light periods.

Long Term: A site lighting plan has been prepared by the project Landscape Architect that utilizes pole mounted luminaires that are downcast on to the target areas and located to minimize glare and over wash of light onto non target areas.

No specific glare impacts have been identified.

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

No impacts anticipated.

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

The site is located within a Heavy Industrial Zoning District where no specific source of glare has been identified

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

Not Applicable, No Impacts have been identified.

12. Recreation:

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

The Vancouver Lake wildlife area is located approximately 1,600 feet to the north of the site, and it is the only designated recreation area in the vicinity of the site areas.

Vancouver Lake Regional Park, a 234-acre facility, is located approximately 2 miles northwest of the project area.

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

No

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

No impacts have been identified.

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 archaeological review of the site has been conducted under earlier investigations associated with the Port's WFVA project. This site contains 5.0 acres of the original study area where the following findings were documented:

No places or objects listed on or proposed for national, state, or local preservation registers are located on the site. An archaeological study completed on February 13, 2009 by Archaeological Investigations Northwest (AINW) for this proposal states that "based on the historical evidence of extensive fill deposits on the parcel and the fact that several archaeological surveys and subsurface testing projects have found no evidence of intact archaeological deposits within or adjacent to the former Alcoa Vancouver facility, AINW recommends no further archaeological investigations for the proposed project. Based on the background research, it is highly unlikely that intact archaeological deposits are present within the proposed development project, and thus, no additional archaeological work is recommended."

During the Keyera 2009 Pre-Application Conference, the City of Vancouver determined that no additional archaeological study is required since the site has been substantially disturbed as the result of the prior development activist including extensive grading and fill.

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

The AINW study also researched records from the Washington Department of Archaeology and Historic Preservation to determine if archaeological sites had been recorded or if archaeological surveys had been conducted within or nearby the proposed project area. Historical GLO maps and published secondary sources, on file at AINW, were examined to determine if historic-period structures or features were present within the proposed project area. No properties listed in the National Register of Historic Places are located with the project area. While several archaeological sites have been identified in the vicinity, particularly near Vancouver Lake, no recorded resources were identified within the current project area.

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

Since no items of archaeological, cultural, scientific, or historical significance are known to exist on the site areas, no

specific mitigation measures are proposed. In the event that any unknown archaeological resource is encountered, 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.

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 site is served by Lower River Road/SR 501.

NW Lower River Road connects to West Mill Plain Boulevard (a principal arterial, 35 mph) and West Fourth Plain Boulevard (a primary arterial, state route, 35 mph) at a point approximately 2 miles east of the site areas. West Mill Plain and West Fourth Plain boulevards provide connections to I-5 and SR 14.

During Construction: Access to the public road system will be taken off of NW Lower River Road and existing internal Port circulation lanes and/or driveways. The completed project will use existing internal Port circulation lanes and/or driveways for freight handling and storage activities, except for the proposed driveway loop described below under permanent access.

Fill material will be imported from Port Parcel 3 dredge disposal site which will involve transit over Port owned internal roadways to Lower River Road (SR 501) and terminate at the project drive.

During Operations: Trip distribution onto the public road system will begin at the project drive at Lower River Road (SR 501) with northbound trips to (I-5) turning onto NE 4th Plain – Fruit Valley Road – NE 78th Street – I-5 North. East and south bound trips will access Lower River Road (SR 501) – West Mill Plain – I-5 South, which in turn, also provides access to (State Highway 14) – I 205 – I-84 for east bound trips

Please refer to the attached site plans for additional information.

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

The site is not served directly by public transit. The closest service is C-TRAN Route #25 which runs on West Mill Plain Boulevard and Fruit Valley Road, approximately 2 miles east of the site.

Public Transportation is available to the site for riders that qualify under the Americans with Disability Act (ADA). C-Tran provides door to door public transit as part of the C-Van Program. This service will allow ADA access to the facility from points originating within the C-Van service boundary, which includes most of Clark County. The project will provide dedicated ADA accessible parking and disembarking lane for C-Van service.

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

The project will provide parking for three passenger vehicles. Tank truck queuing will be provided to serve two truck transfer positions. No parking currently exists on site; therefore; no parking spaces 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).

No public road extensions are required for this project.

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

Yes, The project is a rail dependent use that will receive propane delivered by rail tank car. The site abuts the Port of Vancouver (West Vancouver Rail Access Project) which is currently under construction. At build out of Phase 1 the site will have direct access to the new rail system.

The site is located within the Port of Vancouver approximately 1,600 feet north of existing marine cargo terminals located on the Columbia River. The project is not dependent on marine transportation. Commercial air transportation is available at Portland International Airport. This project is not dependent on air transport.

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

The Keyera facility will generate relatively few vehicular trips, and of those trips most will occur during off peak periods of the day. The use is a wholesale propane distribution facility with no retail sales. Propane is delivered to the facility by rail tank car. Tank trucks will have access to the facility 24 hours a day 7 days a week. Industry profile for loading operations occurs primarily in the evening hours between 6:00 PM and 7:00 AM.

Trip generation for the site has been determined by the City of Vancouver to be closely related to ITE Land Use Code 150 Warehousing. Deliveries to the Keyera facility will be provided by rail resulting in no impacts to the public road system.

Trip Generation Table:

Land Use	ITE Code	ADT	AM Peak	PM Peak
Warehousing	150	8	1	1
Total		8	1	1

Assumptions:

- 2 Employees (6:00AM Arrival & 3:00 PM Departure)
- 3.89 ADT Trips / Employee
- 0.51 AM PK Trips / Employee
- 0.59 PM PK Trips / Employee

During construction activities the site will generate vehicular trips associated with delivery of construction materials and construction workers access to the site. Over the construction period approximately 7,200 construction related trips will be generated on a short term basis.

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

The Keyera facility will reduce transportation impacts as follows: As demonstrated in the above table the project generates very vehicular few trips as the result of utilizing rail transportation. The vehicular trips will primarily occur during off peak periods of the day. The use is a wholesale propane distribution facility with no retail sales. Tank trucks will have access to the facility 24 hours a day 7 days a week which encourages off peak use of the facility. Industry profile for loading operations occur primarily in the evening hours between 6:00 PM and 7:00 AM.

15. Public Service:

- 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 current facility is located within the City of Vancouver and is being displaced to accommodate a new WSDOT High Speed Rail Line. Therefore, the needs associated with operation of the facility are already factored into City Public Services.

No additional need for police, health care or schools has been identified.

Proposed improvements to the facility will benefit fire responders' capabilities as described in more detail below in Section b.

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

Public Services Funding:

Increased revenues associated with the new facility will provide a proportionate increase to the local tax base, which in turn, will provide additional funding for public services including fire protection.

Keyera has been proactive in working with fire protection personnel by sponsoring training and educational exercises at their current facility. These exercises not only benefit Keyera, but also benefit the entire community as well as the region by improving fire responders' knowledge propane handling systems.

The new facility proposes several improvements that will improve fire protection:

Keyera has voluntarily solicited input from fire officials early in the design process so as to optimize fire protection for the facility.

The facility is located within a heavy industrial area which provides better compatibility with surrounding land uses. Most notably the use is isolated from residential zoning districts.

Emergency access to the site is provided from multiple locations offsite that improves fire access and response time.

The location of fire hydrants has been approved by local fire officials.

The design of the facility is regulated by Federal, State and Local standards. The facility has been designed in conformance with National Fire Prevention Association Code Section 58 (NFPA 58). The facility will use systems certified for propane use and Underwriters Laboratories listed (UL) components where applicable.

The propane facility has been designed by the project Mechanical Engineer, Alpha Engineering, a Professional Engineering firm licensed in the State of Washington and experienced in the design and construction of propane storage and transfer facilities.

The facility will be operated by personnel certified in the handling of propane. Truck transfer operations will be conducted by operators that are certified for propane handling, and possess valid commercial driver's licenses that consider transportation of propane. Licensing requires periodic health and drug testing.

Rail cars that supply the facility will be certified by the US Department of Transportation for transportation of propane. Tank trucks loaded at the facility will be required to demonstrate valid certification by the US Department of Transportation prior to loading.

Security for the facility is regulated by US Department of Homeland Security where access is limited to authorized personnel. The site will be contained by security fence and security entrance controls designed to prevent unauthorized entrance to the facility.

16. Utilities:

- a. Underline utilities currently available in the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Water: City of Vancouver

Sewer: City of Vancouver

Telephone: Qwest

Electricity: Clark Public Utility Electricity

Refuse: The site would be serviced by a private refuse carrier.

Gas: Northwest Natural Gas

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 David Smith

Date Submitted: _____