

Chapter 3

## Built Environment: Existing Conditions, Project Impacts, and Potential Mitigation Measures

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### 3.0 Introduction

For the purposes of this Draft Environmental Impact Statement (Draft EIS), environmental resource areas have been divided into three categories: the Built Environment, the Natural Environment, and Operations, and are discussed in Chapters 3, 4, and 5, respectively. The purpose of this chapter is to provide a discussion of the built environment resource areas assessed for the Millennium Bulk Terminals—Longview project (Proposed Action).

Information contained in this Draft EIS was extracted from technical reports prepared specifically for the Proposed Action and are located in Volume III of this Draft EIS and incorporated by reference. The technical reports include the determination of study areas, methods used for analysis, potential impacts, and mitigation.

Data sources used for this analysis are briefly discussed for each resource. In addition, a detailed list of sources is provided in Appendix A, *References*, of this Draft EIS.

#### 3.0.1 Built Environment Resource Areas

Chapter 3, *Built Environment: Existing Conditions, Project Impacts, and Potential Mitigation Measures*, evaluates the communities, cultural past, and use of land relevant to the Proposed Action. The resource areas reviewed as part of the built environment analysis include land and shoreline use; social and community resources; aesthetics, light, and glare; cultural resources; tribal resources; and hazardous materials (Table 3.0-1). Additional detailed information about these resources can also be found in the corresponding technical reports in Volume III of this Draft EIS.

In addition to these resource areas, Chapter 6, *Cumulative Impacts*, discusses cumulative impacts resulting from the Proposed Action combined with other past, present, and reasonably foreseeable actions.

**Table 3.0-1. Resource Areas and Corresponding Draft EIS Chapters**

<b>Chapter</b>	<b>Section Number</b>	<b>Environmental Resource Area</b>
Chapter 3, Built Environment	3.1	Land and Shoreline Use
	3.2	Social and Community Resources
	3.3	Aesthetics, Light, and Glare
	3.4	Cultural Resources
	3.5	Tribal Resources
	3.6	Hazardous Materials
Chapter 4, Natural Environment	4.1	Geology and Soils
	4.2	Surface Water and Floodplains
	4.3	Wetlands
	4.4	Groundwater
	4.5	Water Quality
	4.6	Vegetation
	4.7	Fish
	4.8	Wildlife
	4.9	Energy and Natural Resources
Chapter 5, Operations	5.1	Rail Transportation
	5.2	Rail Safety
	5.3	Vehicle Transportation
	5.4	Vessel Transportation
	5.5	Noise and Vibration
	5.6	Air Quality
	5.7	Coal Dust
	5.8	Greenhouse Gas Emissions and Climate Change

### 3.0.2 Alternatives and Timeframe for Analysis

This chapter analyzes the impacts that could occur as a result of construction and operation of the Proposed Action. The analysis contained in this chapter assumes construction beginning in 2018 and full operations<sup>1</sup> occurring by 2028. Throughout the discussions, the 190-acre coal export terminal site is referred to as the *project area*.

This chapter also analyzes impacts that could occur if the Proposed Action were not approved (the No-Action Alternative). Chapter 2, *Project Objectives, Proposed Action, and Alternatives*, of this Draft EIS provides a description of the Proposed Action and No-Action Alternative.

<sup>1</sup> Full operation means the coal export terminal would have a maximum throughput of up to 44 million metric tons of coal per year, as described in Chapter 2, *Project Objectives, Proposed Action, and Alternatives*.

### 3.0.3 Study Areas and Type of Impacts Analyzed

Each resource area has its own study area depending on its physical characteristics or regulations that oversee the resource area. Two types of study areas were identified—a direct impacts study area and an indirect impacts study area. Table 3.0-2 explains the differences between these two study areas. In some cases, both study areas are the same.

**Table 3.0-2. Types of Impacts and Corresponding Study Area**

Type of Impact	Description	Description of Impact Categories
Direct	An impact resulting from either construction or operation of the Proposed Action that occurs in the project area.	<ul style="list-style-type: none"> <li>• <b>Construction:</b> Temporary operational impacts within the project area that are resolved or mitigated by the end of construction activity, or permanent impacts that result from changes to the project area due to construction of the coal export terminal.</li> <li>• <b>Operation:</b> Impacts occurring in the project area resulting from rail unloading, coal storage, machinery operations, equipment, vessel loading, etc.</li> </ul>
Indirect	An impact resulting from either construction or operations of the Proposed Action that occurs beyond the project area.	<ul style="list-style-type: none"> <li>• <b>Construction:</b> Impacts from activities beyond the project area during construction, such as vehicle and rail traffic.</li> <li>• <b>Operation:</b> Impacts from activities beyond the project area during operations, such as rail, vehicle and vessel traffic.</li> </ul>

Table 3.0-3 provides a summary of the direct impacts and indirect impacts study areas by Chapter 3 resource.

**Table 3.0-3. Direct Impact Study Areas and Indirect Impact Study Areas by Resource**

Resource	Direct Impacts Study Area	Indirect Impacts Study Area	
		Cowlitz County	Washington State (beyond Cowlitz County)
Section 3.1, Land and Shoreline Use	<ul style="list-style-type: none"> <li>• Land and Shoreline Use: Project area and the area within 500 feet of the project area</li> <li>• Parks and Recreational Facilities: The area within 0.5 mile of the project area</li> <li>• Agricultural Land: Project area</li> </ul>	<ul style="list-style-type: none"> <li>• Land and Shoreline Use: Longview-Kelso urban area and nearby unincorporated areas</li> <li>• Parks and Recreational Facilities: The area within 0.5 mile of the project area</li> <li>• Agricultural Land: Within 500 feet of the project area</li> </ul>	No additional study area <sup>a</sup>
Section 3.2, Social and Community Resources	<ul style="list-style-type: none"> <li>• Social and Community Cohesion and Public Services: Project area and the area within 0.5 mile of the project area</li> <li>• Local Economy: Cities of Kelso and Longview</li> <li>• Utilities: The project area and the area within 0.5 mile of the project area</li> <li>• Minority and Low-Income Populations: Project area and area within approximately 1 mile of the project area</li> </ul>	<ul style="list-style-type: none"> <li>• Social and Community Cohesion and Public Services: The area within 0.5 mile of rail routes for Proposed Action-related trains</li> <li>• Local Economy: Cowlitz County</li> <li>• Utilities: The area within 0.5 mile of the project area</li> <li>• Minority and Low-Income Populations: The area within 0.5 mile of rail routes for Proposed Action-related trains</li> </ul>	No additional study area
Section 3.3, Aesthetics, Light, and Glare	The area within a 3-mile radius of the project area	The area within a 3-mile radius of the project area	No additional study area
Section 3.4, Cultural Resources	<ul style="list-style-type: none"> <li>• Project area</li> <li>• Areas of the Columbia River</li> <li>• Land surrounding the project area</li> <li>• Vantage points of the project area</li> </ul>	No additional study area <sup>b</sup>	

Resource	Direct Impacts Study Area	Indirect Impacts Study Area	
		Cowlitz County	Washington State (beyond Cowlitz County)
Section 3.5, Tribal Resources	Areas in and near the project area	<ul style="list-style-type: none"> <li>• Tribal resources and access to resources on rail routes for Proposed Action-related trains</li> <li>• Columbia River</li> </ul>	<ul style="list-style-type: none"> <li>• Tribal resources and access to resources on rail routes for Proposed Action-related trains</li> <li>• Columbia River between Zone 6 and 3 nautical miles offshore</li> </ul>
Section 3.6, Hazardous Materials	Project area	Area within 1 mile of the project area	No additional study area

Notes:

<sup>a</sup> Appendix F, *Rail and Vessel Corridor Information*, provides additional information for the Proposed Action-related rail and vessel corridors from the *Tesoro Savage Vancouver Energy Distribution Terminal Facility Draft Environmental Impact Statement* (Washington State Energy Facility Site Evaluation Council 2015).

<sup>b</sup> Although Cowlitz County and Washington State were not included in the study area, existing conditions and potential impacts for the Proposed Action-related rail and vessel corridors are presented in this section.

### **3.0.4 Mitigation Measures Development Approach**

Applicable regulations, specific permit conditions, and required planning documents were evaluated to determine if they would address potentially significant adverse environmental impacts identified in this Draft EIS. When applicable, each section describes specific voluntary measures (Voluntary Mitigation) to be executed by the Applicant during construction or operations. When potential significant adverse environmental impacts remained, other potential mitigation measures were identified that could reduce the identified impact (Applicant Mitigation). These potential mitigation measures were identified as required by the Washington State Environmental Policy Act (SEPA) consistent with Washington Administrative Code [WAC] 197-11-660, which states that mitigation shall be reasonable, capable of being accomplished and imposed to the extent attributable to the identified adverse impact of the proposal.

The thresholds of significance and potential mitigation measures were determined by the co-lead agencies (Cowlitz County and the Washington State Department of Ecology). Additionally, when applicable, each section identifies potential mitigation measures to be considered by other agencies, groups, or companies (Other Measures to be Considered) to reduce potential Proposed Action-related impacts that are beyond the Applicant's control or authority.