



# WETLAND DETERMINATION MEMO

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DATE: April 2022

PROJECT: I-5 Bicycle and Pedestrian Bridge Project  
City of Wilsonville Project #4202  
DOWL #0256-0042

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## PROJECT DESCRIPTION

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DOWL LLC (DOWL) was retained by the City of Wilsonville (City) to provide professional environmental services in support of the I-5 Bicycle and Pedestrian Bridge Project (Project). The City of Wilsonville is bisected by Interstate 5, splitting the City into east and west halves with crossings provide by only three existing roadways and one multi-use trail beneath the I-5 Boone Bridge. The new bridge crossing will cross over Boones Ferry Road, Interstate 5, and Town Center Loop West, connecting Barber Street to the Wilsonville Town Center. The Project will directly link communities west of I-5 to Wilsonville's Metro designated 2040 Town Center and high-tech employment centers, as well as link communities east of I-5 to the South Metro Area Regional Transit (SMART) Central Station, the hub of Wilsonville's transit system and southern terminus of TriMet's Westside Express Service (WES) commuter rail. The legal description for the study area is Township 03 south, Range 01 west, Section 14.

A wetland and waters field determination was conducted by DOWL environmental staff on November 9, 2020 and April 5, 2022. For this Project, the study area is approximately 407,005 square feet in size (9.34 acres), as depicted on the Wetland Determination Map (Attachment 1). During the field reconnaissance, the entire study area outside of the I-5 right-of-way (ROW) was traversed and visual observations of the I-5 ROW and median were made standing outside of the ROW and during a drive-by through the area due to safety and access concerns. A wetland and waters determination was completed in accordance with the methodologies described in the following section.

### Executive Summary

No features were identified the study area. Based on the best professional judgment of DOWL environmental staff, there are no features that will be regulated by the Department of State Lands (DSL) or jurisdictional to the US Army Corps of Engineers (USACE).

## METHODOLOGY

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Prior to the site visit, DOWL environmental staff performed an in-house review of available data and mapping resources consisting of, but not limited to, topographic maps, the National Wetland Inventory (NWI) map, Wilsonville Local Wetland Inventory (LWI) maps, Natural Resources

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Conservation Service (NRCS) soil maps, the StreamNet mapper, and Google Earth aerial imagery. The information obtained during DOWL's desktop research identified no potential wetland or water resources within the study area and was used to supplement the on-site field investigation.

All wetland and waters field assessment activities were conducted pursuant to the methodologies outlined in the 1987 USACE *Wetlands Delineation Manual*<sup>1</sup> and the May 2010 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region*.<sup>2</sup>

## RESULTS

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The following subsections provide details on the results of the desktop research and field assessment for wetland and water resources.

### Desktop Research

No waterways or wetlands were identified within the study area during DOWL's review of the topographic maps, NWI maps, LWI, StreamNet, and aerial imagery. No other features were mapped in the immediate vicinity of the study area.

During the review of the NRCS soil map, it was determined that there are three soil units mapped within the study area:<sup>3</sup>

- **Willamette silt loam, 0 to 3 percent slopes (86A)** – a well-drained non-hydric soil, associated with terraces. This map unit contains one minor component (Aquolls), a hydric soil, that comprises one percent of the unit. This unit is mapped throughout approximately 42 percent of the study area.
- **Willamette silt loam, gravelly substratum, 0 to 3 percent slopes (87A)** – a well-drained non-hydric soil, associated with terraces. This unit is mapped throughout approximately 10 percent of the study area.
- **Willamette silt loam, wet, 0 to 3 percent slopes (88A)** – a moderately well-drained non-hydric soil, associated with terraces. This unit is mapped throughout approximately 38 percent of the study area.
- **Willamette silt loam, wet, 3 to 7 percent slopes (88B)** – a well-drained non-hydric soil, associated with terraces. This unit is mapped throughout approximately 10 percent of the study area.

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<sup>1</sup> Environmental Laboratory. (1987). "Corps of Engineers Wetlands Delineation Manual," Technical Report Y-87-1, U.S. Army Engineers Waterways Experiment Station, Vicksburg, MS.

<sup>2</sup> U.S. Army Corps of Engineers. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region (Version 2.0)*, ed. J.S. Wakeley, R.W. Lichvar, and C.V. Noble. ERDC/EL TR-10-3. Vicksburg, MS: U.S. Army Engineer Research and Development Center.

<sup>3</sup> USGS Web Soil Survey. Web accessed 6/1/2020 at [websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx](http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx)

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Based on the information obtained during the desktop research, no wetland areas were anticipated within the study area; however, an on-site field investigation was necessary to confirm the non-wetland determination.

## Wetlands

The November 9, 2020, field investigation was conducted on an overcast day with an average temperature of 37 degrees Fahrenheit. The Oregon City weather station recorded no rainfall on the day of the visit and 1.31 inches of rainfall during the two week period leading up to the investigation, which is 1.30-inches below the normal level of precipitation for that time period.<sup>4</sup> According to the WETS data for this station, there is a 50 percent chance that the growing season within the study area occurs 295 days a year (February 14 through December 16)<sup>5</sup>. The site visit was conducted within the growing season as evidenced by the observation of several indicators of biological activity during the reconnaissance.

Rainfall levels during the preceding three months were recorded at 2.95 inches (October), 5.00 inches (September), and 0.14 inches (August). These rainfall levels were 0.70 inches below, 3.19 inches above, and 0.73 inches below normal precipitation levels for this area, respectively. The 35.66 inches of rainfall recorded during the water year to date were 80 percent of the normal value for that time period (44.21 inches). These data suggest that hydrology indicators, or lack thereof, observed during the time of the determination should be reliable and informative indicators.

The study area is primarily comprised of improved roadway surfaces, impervious parking lots, landscaped frontages and medians, and a typical roadside vegetation community.

Roadside areas consist of weedy upland plant communities dominated by *Daucus carota*, *Dipsacus sp.*, *Hypochaeris radicata*, *Geranium molle*, *Lactuca serriola*, *Jacobaea vulgaris*, and European lawn grasses. Landscaped areas include non-native trees, shrubs, and European lawn grasses. The project length is approximately 1,150 linear feet.

No potential wetland areas were identified in the study area during the reconnaissance. However, one drainage and potential wetland area are present approximately twenty feet north of the northeast corner of the study area (see Wetland Determination Map; Attachment A). Impacts to the drainage and potential wetland area are not anticipated but should be avoided. The findings of the field investigation are consistent with the NWI and LWI maps as no evidence of wetlands or waters were observed within the study area.

The median between the northbound and southbound lanes of I-5 were visually observed from outside the ROW, from vehicles driving on the interstate, and by reviewing Google Earth imagery due to safety concerns and limited access on I-5. No evidence of flowing water, ordinary high water (OHW) markings, discoloration on historic aerial imagery, or defined bed or channel were observed in the median. Planted shrubs, a metal fence, and upland weeds were

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<sup>4</sup> NRCS Field Office Technical Guide, Climatological Data and Daily Climate Normals, Web accessed 11/10/2020 at <https://efotg.sc.egov.usda.gov/#/details>

<sup>5</sup> NRCS Field Office Technical Guide, Climatological Data and Daily Climate Normals, Web accessed 11/10/2020 at <https://efotg.sc.egov.usda.gov/#/details>. Date range 1971-2020.

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observed at the lowest point of median. The median is dominated by mowed, non-native, weedy grasses and upland vegetation including, but not limited to, *Taraxacum officinale*, *D. carota*, and *H. radicata*.

Due to dominant upland vegetation and no mapped features or hydric soils, no sample plots were deemed necessary during the field reconnaissance.

## Waterways

DOWL staff did not identify further potential waterways within the study area during the desktop research or site reconnaissance.

## Ditches

One roadside ditch was identified within the study area.

**Roadside Ditch 1** - is formed by road fill from Boones Ferry Road and I-5 and runs along the east side of Boones Ferry Road, draining into an inlet within the study area. Roadside Ditch 1 is U-shaped, has a defined channel and a bed of gravel with lesser amounts of silt. The ditch is approximately 2 to 3 feet wide and is vegetated with common grasses and weeds, including *Phalaris arundinacea*, *Dispacus sp.*, *L. serriola*, *G. molle*, *H. radicata*, *J. vulgaris*, and *D. carota*. No indicators of an OHW mark were observed. Flow is likely ephemeral, and no water was present during the November site visit.

## CONCLUSIONS

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No jurisdictional features or ditches were present within the study area.

Based on the best professional judgment of DOWL environmental staff, Roadside Ditch 1 does not satisfy wetland or non-wetland water's criteria. Even if Roadside Ditch 1 met these criteria, it would not likely be regulated by the DSL because it is less than 10 feet wide, is artificially created in upland, is not adjacent and connected or contiguous with wetlands, and it does not contain food or game fish (per OAR 141-085-0515(10)).

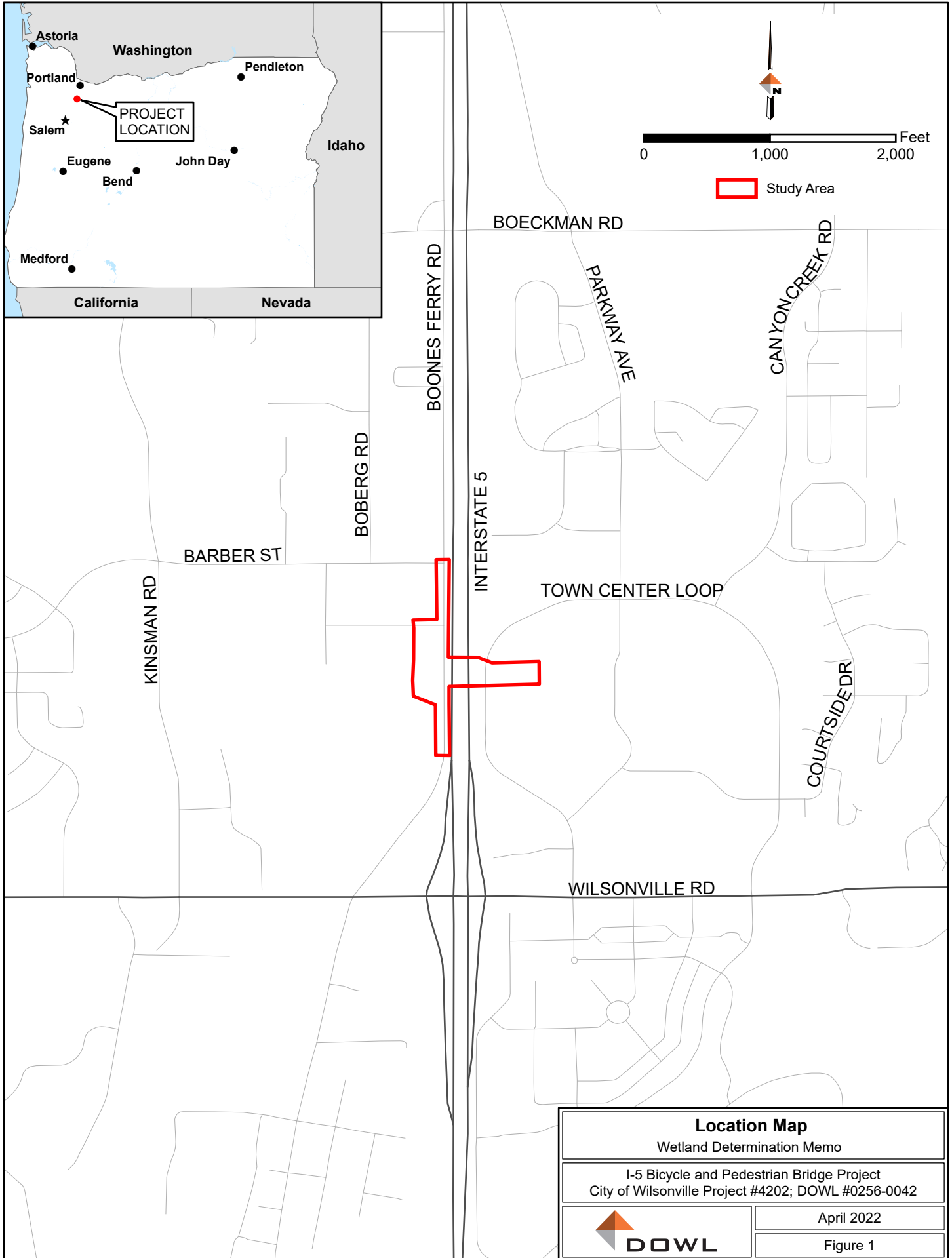
Roadside Ditch 1 is also not likely to be jurisdictional to the USACE because it is created in and drain uplands and has ephemeral flow (per 33 CFR 328.3(b)).


This report documents the investigation, best professional judgment, and conclusions of DOWL environmental staff. It is correct and complete to the best of our knowledge. It should be considered a Preliminary Jurisdictional Determination of wetlands and other waters and used at your own risk unless it has been reviewed and approved in writing by the DSL and the USACE.

If there are any questions regarding the information obtained during the field reconnaissance or described within this technical memorandum, please do not hesitate to contact me at 971.353.4727 or via email at [DThew@dowl.com](mailto:DThew@dowl.com).

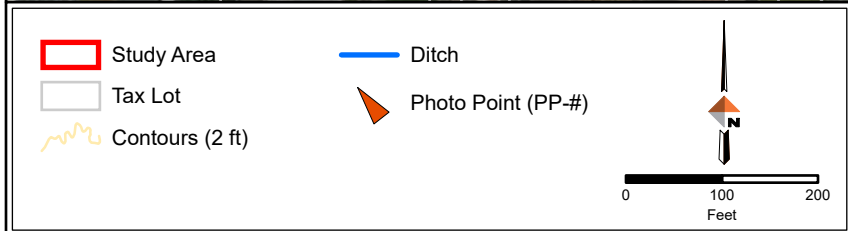
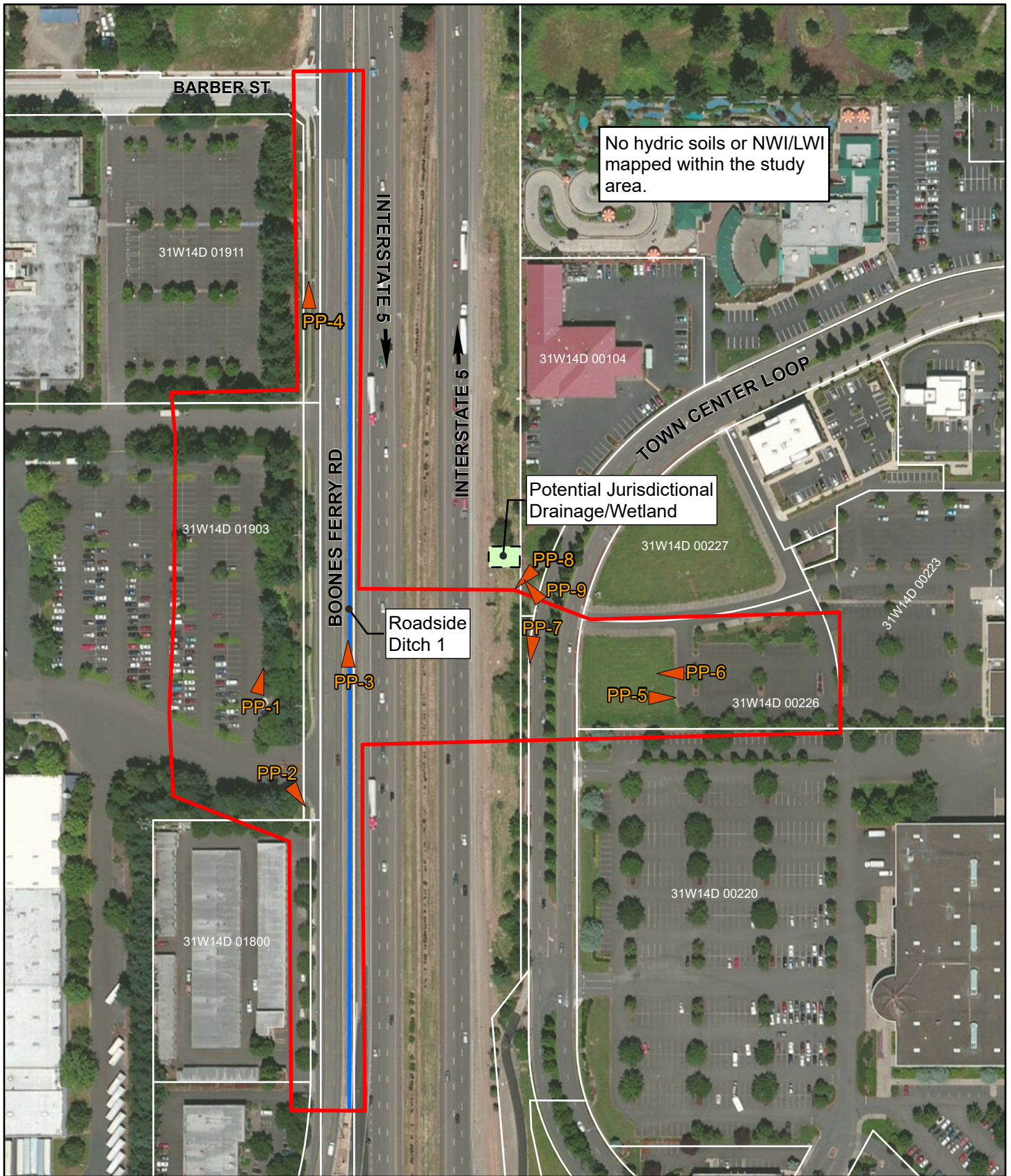
**ATTACHMENT 1**

**Wetland Determination Map**



|   |            |
|---|------------|
| <b>Location Map</b>   |            |
| Wetland Determination Memo  |            |
| I-5 Bicycle and Pedestrian Bridge Project<br>City of Wilsonville Project #4202; DOWL #0256-0042 |            |
|             | April 2022 |
| Figure 1  |            |





|   |            |
|---|------------|
| <b>Wetland Determination Map</b><br>Wetland Determination Memo                                  |            |
| I-5 Bicycle and Pedestrian Bridge Project<br>City of Wilsonville Project #4202; DOWL #0256-0042 |            |
|   | April 2022 |
| Figure 2  |            |

**ATTACHMENT 2**

**Color Photographic Record**





**Photograph 1:** Looking north at the westernmost parking lot within the study area in Wilsonville, Clackamas County, Oregon (November 9, 2020).



**Photograph 2:** View looking southeast at SW Boones Ferry Rd and I-5. The study area primarily consists of improved roadway surfaces, impervious parking lots, landscaped frontages and medians, and typical roadside vegetation community. (November 9, 2020).





**Photograph 3:** View looking north at roadside vegetation between SW Boones Ferry Road and I-5. A typical roadside vegetation community consisting of non-native, upland weedy species (November 9, 2020).



**Photograph 4:** View looking north at maintained landscaped areas in study area west of SW Boones Ferry Road. (November 9, 2020).





**Photograph 5:** Parking lot area within eastern portion of study area with maintained landscape features (November 9, 2020).



**Photograph 6:** View looking west at undeveloped lawn area adjacent to Town Center Loop W within the study area (November 9, 2020).





**Photograph 7:** Looking south at maintained area adjacent to Town Center Loop W (November 9, 2020).



**Photograph 8:** looking southwest at I-5 ROW consisting of mowed grasses and non-native weedy, upland forbs (November 9, 2020).





**Photograph 9:** Looking north outside of study area in ROW. Area with potential drainage and potential wetland north of the study area (November 9, 2020).