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**PORT OF EVERETT**  
**ENVIRONMENTAL CHECKLIST**  
**Mill A Interim Action No. 2**  
**File No. 2024-05**

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*May 2024*

# SEPA ENVIRONMENTAL CHECKLIST

## A. Background

### 1. Name of proposed project, if applicable:

Mill A Interim Action No. 2: South Terminal Stormwater Retrofit

### 2. Name of applicant:

Port of Everett

### 3. Address and phone number of applicant and contact person:

Jacob Kirschner  
Port of Everett  
PO Box 538  
Everett, WA 98206  
(425) 388-0268  
jacobk@portofeverett.com

### 4. Date checklist prepared:

April 30, 2024

### 5. Agency requesting checklist:

Port of Everett

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

The proposed project is anticipated to occur in 2024.

### 7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

At present, there are no final plans or approvals for additional actions at the Site.

Background: In August of 2012, the Port, Weyerhaeuser, and the Department of Natural Resources (DNR) entered Agreed Order No. DE 8979 (AO 8979) with Ecology to conduct remedial activities at the Weyerhaeuser Mill A Former Site (Site), including conducting a remedial investigation and feasibility study (RI/FS) and preparing a draft cleanup action plan (CAP). The Site is divided into a Marine Area and an Upland Area for the purposes of developing cleanup related documents and implementing cleanup actions. A public-review draft RI/FS and DCAP was prepared in March 2024 by the Port for the Marine Area portion on the Site and is currently under review by Ecology, Weyerhaeuser and DNR.

In March of 2016, the Port and Weyerhaeuser entered into a second Agreed Order No. DE 13119 (AO 13119) with Ecology and completed an interim action in the in-water area (Interim Action No. 1), which removed contaminated sediment and submerged wood debris from the Site.

Current: This SEPA checklist is being prepared for Interim Action No. 2, located in the upland portion of the Site. The Port is currently working with Ecology to establish a new agreed order for the implementation of Interim Action No. 2. The Port is planning to implement Interim Action No. 2 which decommissions Outfall 003 and redirects the associated stormwater via an improved infrastructure network to new, enhanced treatment.

This action is being conducted under the direction of the Washington Department of Ecology. There is an Agreed Order for the Model Toxics Control Act cleanup site known as the Weyerhaeuser Mill A Site (Ref No. 8979) and an Interim Action specific to this immediate project. Future work will occur under the Agreed Order at which time the Port of Everett will conduct additional environmental review, as appropriate, when future plans or approvals for additional actions at the Site are established. Subsequent environmental review will be completed under a separate application, as required.

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

- Marine Area Draft Cleanup Action Plan, dated March 5, 2024. (DRAFT)
- Public Review Draft Remedial Investigation/Feasibility Study Report – Marine Area, dated March 5, 2024. (DRAFT)
- Engineering Design Report, Port of Everett Marine Terminals, Everett, Washington, ISGP No. WAR001207.
- Upland Area Remedial Investigation Data Report Technical Memorandum, dated March 19, 2018.
- Tier 1 Upland Area Soil Investigation Data Report Technical Memorandum and Proposed Additional Soil and Groundwater Sampling and Analysis, dated December 7, 2021.
- Additional Tier 1 and Tier 2 Upland Area Soil Investigation Data Report Technical Memorandum dated, October 7, 2022.
- Data Report Technical Memorandum – Additional Upland Area Groundwater Investigation for Completion of Work Plan Addendum No. 3 and No. 6 Monitoring Requirements, dated October 16, 2023.
- An Interim Action Work Plan (IAWP) in accordance with MTCA will be prepared. It is anticipated that the existing AO 8979 will be amended, or a new agreed order will be established to allow for Interim Action No. 2 to occur. The agreed order and the Interim Action Work Plan have been submitted for public review. The public review concludes on May 8<sup>th</sup>, 2024.
- Other permitting documents listed under item 10 below.

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

A public-review draft Marine Area Remedial Investigation/Feasibility Study Report (RI/FS) and Cleanup Action Plan (CAP) were prepared by the Port in March 2024 and are currently being reviewed by Ecology.

A separate SEPA checklist will be prepared to address future cleanup action construction and will be subject to governmental approval. Future design documents for the cleanup action will be subject to review and approval by Ecology and other agencies as required prior to implementation.

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

Under MTCA, the cleanup action is exempt from certain procedural requirements of specific state and local environmental permits, but must comply with the substantive requirements of each state and local permit. The anticipated government approvals and permits for the project include:

- Ecology – Interim Action Work Plan approval
- City of Everett— applicable requirements from the Everett Municipal Code (EMC) for Public Works and the Shoreline Master Program.

**11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.**

Interim Action No. 2 will involve decommissioning the Port’s existing Outfall 003, and installing new stormwater conveyance infrastructure and stormwater treatment at the South Terminal yard. The South Terminal yard consists of three distinct drainage basins which drain to three separate stormwater lift stations (north, central, and south). The central drainage area will be modified such that the northern portion of the South Terminal wharf, currently draining through Outfall 003 (to be abandoned as part of this work), will be conveyed to the central stormwater lift station. New conveyance lines and an upsized catch basin (replacing an existing catch basin) from the existing oil/water separator adjacent to Outfall 003, will convey stormwater runoff to the central lift station. The north and south drainage basins will not be impacted. The three existing lift stations that convey stormwater runoff from the terminal to an existing swale will remain. Force mains from each of the lift stations will be intercepted near the discharge locations and new segments of force main will be extended to discharge to the improved bioretention cells. Bioretention cells will be installed within the existing swale at the east side of the property. Portions of the existing swale will remain and will convey treated stormwater from the bioretention cells to two existing outfalls (outfall 001 and 004).

The footprint of the planned disturbed area for Interim Action No. 2 is approximately 0.35 acres. Approximately 2,000 cubic yards (CY) of material is anticipated to be excavated and sent off site for disposal. Excavated areas will be backfilled and restored using clean imported material, which will be tested for site contaminants prior to import. Existing paved surfaces disturbed as a result of interim action will be restored in kind.

This SEPA Checklist analyzes potential environmental effects anticipated only from the proposed Interim Action No. 2. The project area for Interim Action No. 2 is referred to as the IA Area within this document. **Figure 1** presents a vicinity map showing the approximate location of the Site and the IA Area. The IA Area and elements of the Interim Action No. 2 are depicted in **Figure 2**.

**12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The Site is located at the Port of Everett along the southwestern area of the City of Everett Shoreline adjacent to the South and Pacific Terminals (NW quarter of Section 30 in Township 29 North, Range 5 East, and NE quarter of Section 25, Township 29 North, Range 4 East. The IA Area for which this checklist is written is depicted in **Figure 2**. The approximate street address is 3500 Terminal Avenue, Everett, Washington. The Interim Action No. 2 activities are located on Snohomish County Parcel Numbers 29053000201800 and 29042500400200.

## **B. ENVIRONMENTAL ELEMENTS**

### **1. Earth**

**a. General description of the site: Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_**

The IA Area covers approximately 0.35 acres within the South Terminal yard, a generally flat and paved cargo handling area at the Port of Everett.

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

The IA Area is generally flat. The steepest slope is located along the shoreline near Outfall 3 adjacent to the IA Area and is approximately 2 Horizontal to 1 Vertical (2H:1V or 50 percent).

**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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

The IA Area contains fill consisting of loose to dense sand and sandy silt (likely dredged material) interspersed with wood and other debris up to approximately 30 feet thick and has no previous, existing, or potential agricultural use. The fill material is underlain by native soils comprised of hard silt.

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

There are no indications or history of unstable soils in the project area.

**e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

Interim Action No. 2 will be conducted to decommission Outfall 003, install new stormwater conveyance infrastructure and improve stormwater treatment at the South Terminal yard of the Marine Terminals.

The footprint of the planned disturbed area for Interim Action No. 2 is approximately 0.35 acres. Approximately 2,000 CY of material will be excavated to install the stormwater infrastructure improvements. Approximately 2,000 CY of clean import material will be backfilled and compacted over the excavation footprint. The imported material will be procured from a material supplier such as a quarry and will be free of contaminants and unsuitable material such as debris. Specifications including testing requirements for import material will be developed as part of the project design. Surface restoration will be completed to match existing grades.

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

During construction, potential minor short-term erosion events are possible and will be avoided using stormwater best management practices (BMPs) and other pollution control measures. Note that the BMPs

for this project, including those described within this environmental checklist, will be developed in coordination with Ecology and will be described as part of the forthcoming Interim Action Work Plan. Such BMPs may include use of contained stockpiles, silt fencing and straw wattles to minimize material loss.

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

Following Interim Action No. 2 construction, there will be no change to impervious surface area in the IA Area.

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

BMPs for controlling potential sources of erosion and stormwater runoff will be implemented during construction. Standard BMPs that are both in accordance with the Washington State Stormwater Management Manual for Western Washington (SWMMWW) and City of Everett requirements would be implemented by the contractors during the proposed Interim Action No. 2. The existing stormwater system will be temporarily re-routed to facilitate construction within the IA Area.

**2. Air**

**a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Diesel equipment will likely be used during construction activities. Typical diesel equipment emissions include Carbon Monoxide (CO), Nitrogen Oxides (NO<sub>x</sub>), Particulate Matter (PM), and Volatile Organic Compounds (VOCs). These emissions are typical for construction projects using diesel-powered heavy equipment. The construction impacts are temporary in nature and significant air quality impacts are not anticipated.

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

During construction, an estimated 100 truck trips (20 cubic yard capacity) are anticipated to be required for transporting excavated material to an approved off-site disposal facility. A similar number of truck trips are anticipated to import material required to backfill trench excavation and for bio-retention media. The transport impacts are temporary in nature and significant air quality impacts are not anticipated.

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

Although significant air quality impacts are not anticipated as a result of excavation and contaminated material transport, construction contractors would be required to comply with all relevant federal, state, and local air quality rules. Implementation of BMPs would reduce potential construction-related emissions, may include the following.

- Using only equipment and trucks that are maintained in good operational condition.
- Requiring off-road equipment to have emission reduction equipment (e.g., requiring participation in Puget Sound Region Diesel Solutions, a program designed to reduce air pollution from diesel, by project sponsors and contractors).

- Implementing restrictions on construction truck and other vehicle idling (e.g., limiting idling to a maximum of 5 minutes).
- If necessary, spraying exposed soil with water or other suppressant to reduce windborne emissions of Particulate Matter (PM) and deposition of particulate matter.
- Covering all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck bed sides), to reduce PM emissions and deposition during transport.
- Providing wheel washes, if necessary, to remove particulate matter that would otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways.
- Covering dirt, gravel, and debris piles, as needed, to reduce dust and wind-blown debris.
- If necessary, staging transport of construction materials and contaminated soil to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants.

### 3. Water

#### a. Surface Water:

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

The IA Area is located adjacent to Port Gardner Bay, Puget Sound and No-name Creek (BNSF swale).

- 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 will be conducted over or in water. Part of the project involves terminating the existing outfall (Outfall 003) at the shoreline and rerouting storm drains which are located within 200 feet of Port Gardner Bay, Puget Sound.

Additionally, a portion of the work involving improvement to the existing bioswale is located adjacent and within 200 feet of No-name Creek. See **Figure 2**.

- 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 dredging or filling will be conducted in-water for this project.

- 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 will be necessary to complete this project.

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

Pacific and South Terminals, including IA Area, are entirely above the 100-year floodplain.

- 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 discharge of waste materials will occur to surface waters.

Contaminated soil generated from excavation will be transported off-site for disposal at a permitting upland landfill facility in accordance with applicable laws and regulations.

Water collected from excavation areas (if any) will be collected in temporary on-Site storage tanks, treated on Site, and discharged into sanitary sewer system or transported to a permitted off-site treatment and disposal facility in accordance with applicable laws and regulations.

Operating equipment will be subject to BMPs and Spill Prevention, Control and Countermeasure (SPCC) plans implemented to avoid and minimize potential releases of fuel and petroleum products used by construction equipment.

**b. Groundwater:**

**1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

The proposed project will not require groundwater to be withdrawn from water wells used for drinking water or other purposes.

**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 proposed project does not include any discharge of waste material to groundwater at the Mill A Site.

**c. Water runoff (including stormwater):**

**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.**

The proposed project will convey and treat stormwater runoff for discharge into Port Gardner as designed and permitted.

The proposed project does not change the amount of upland impervious surface areas or volumes, and rates of stormwater runoff would remain the same as the existing condition. The affected stormwater management system will be temporarily rerouted during construction and stormwater from the IA Area will be managed in accordance with applicable regulatory requirements. BMPs such as straw wattles, silt fence, etc. will be utilized to minimize stormwater run-ons and runoffs.

For interim action activities performed near Outfall 003, temporary reroutes will be established to transfer stormwater from the existing catch basin area to the middle lift station, where the existing storm



drain to be replaced currently discharges stormwater. The temporary reroute will be removed following the installation of new storm drains and catch basin.

For the interim action activities performed at the existing biofiltration swale, temporary reroutes will be established to bypass interim action work areas and transfer upgradient stormwater to either the downgradient portion of the interim action work area into the biofiltration swale or to the adjacent No-name creek (BNSF swale). Both the biofiltration swale and No-name creek discharge into the Port-Gardner Bay through an existing outfall (Outfall 001) located south of the site.

Water from construction activities, including stormwater that comes in contact with excavated material, will be collected in temporary on-Site storage tanks, treated on Site (if necessary), and discharged into sanitary sewer system or transported to a permitted off-site treatment and disposal facility in accordance with applicable laws and regulations.

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

Waste materials will not enter ground or surface waters. Contaminated material generated during excavation will be managed in a manner to prevent waste materials from infiltrating or entering the aquatic environment. Temporary stockpiles will be lined and covered to prevent precipitation from contacting materials contained within stockpiles and prevent waste materials from entering the ground and surface waters.

**3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

The proposed project does not modify drainage collection basins, but does modify the conveyance system such that stormwater that currently discharges from existing Outfall 003 will be rerouted, enter a bio-retention treatment cell, and discharge from existing Outfall 001.

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

The final finished surface within the project area will be paved and graded to prevent stormwater from ponding and eroding soil surfaces. The rates of stormwater runoff and drainage patterns will be similar to existing conditions.

**4. Plants**

**a. Check the types of vegetation found on the site:**

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

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

Where necessary, limited vegetation (primarily grass) will be removed from the bioswale area during construction of new bioretention facilities.

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

No threatened or endangered plant species are known to be in IA Area.

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

No native riparian vegetation is present on Pacific and South terminals including IA Area.

**e. List all noxious weeds and invasive species known to be on or near the site.**

No existing noxious weeds or invasive species are known to be on or near the IA Area.

**5. Animals**

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

birds: hawk, heron, eagle, songbirds, other: osprey, diving ducks, gulls, alcids, cormorant

mammals: harbor seal, California sea lions

fish: salmon, trout, herring, typical benthic shellfish, other: flatfish, sculpin

Substantial marine cargo and industrial operations occur at Pacific and South terminals; these areas do not provide habitat for wildlife. Bald eagle, osprey, and other birds of prey fly over the project area and may perch in mature trees in City of Everett greenbelts adjacent to the IA Area. Osprey nests are present on the lower Snohomish River on derelict piles approximately 1.5 miles north of the IA Area.

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

Salmonids	Other Fish Species	Other Animals and Birds
Puget Sound Chinook Salmon (T)	Bocaccio (E)	Southern Resident Killer Whale (E)
Puget Sound/Coastal Bull trout (T)		Humpback Whale (T/E*)
Puget Sound Steelhead trout (T)	Yelloweye Rockfish (T)	Yellow-billed Cuckoo (T)
		Monarch Butterfly (C)
		Marbled Murrelet (T)

T – Threatened E – Endangered C- Candidate; \*Humpback Whale ESA listing status is specific to stock

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

The project is occurring entirely upland. The adjacent nearshore areas of Port Gardner are used by out-migrating and rearing juvenile Chinook, coho, chum, and pink salmon; steelhead trout, sea-run cutthroat trout (subadult and adult), and bull trout (subadult and adult). Adults of each of these species may also migrate along nearshore and offshore areas of Port Gardner before entering the Snohomish River. Several

diving duck species such as scoters, goldeneye, grebes, and mergansers overwinter in the general area of Port Gardner.

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

The proposed project will enhance wildlife habitat in the long-term as it provides source control measures and treatment for stormwater that discharge to Port Gardner Bay.

**e. List any invasive animal species known to be on or near the site.**

No invasive fish species are known to be near the site. European starlings are ubiquitous to developed areas within the Puget Sound basin and likely use areas near the site.

**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.**

There will be no change in energy needs resulting from the completed project. Electricity and fuel oil will be used to meet the project's construction energy needs. Most all project related energy will involve operating construction equipment, and upland transport of contaminated media to agency-approved disposal facilities.

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

The proposed project will have no adverse effect on potential use of solar energy at adjacent properties.

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

The work area footprint will be localized to minimize vehicle movement during construction. The Port has existing signage which discourages idling of vehicles and equipment.

**7. Environmental health**

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

**1) Describe any known or possible contamination at the site from present or past uses.**

Within the IA Area, soil sampling conducted during previous investigations has found several contaminants that exceed soil or groundwater screening levels for the protection of human health and ecological receptors including metals, petroleum hydrocarbons, volatile organic compounds, semi-volatile organic compounds, polycyclic aromatic hydrocarbons, polychlorinated biphenyls, and dioxins/furans. Site contamination is a result of historical site activities and use.

**2) Describe existing hazardous chemicals/conditions that might affect project development and**

**design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

There are no identified underground hazardous liquid or gas transmission pipelines within the project area. Utility locates will be performed prior to earth disturbing activities and excavation.

**3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

Construction equipment and motor vehicles used for excavation, earthmoving and contaminated soils handling will use fuels, oils, lubricants, and other petroleum-related products within the proposed project area. These potentially hazardous materials will be subject to applicable local, state, and federal regulations and guidance pertaining to use, handling, and storage. Soil excavated and water generated during the cleanup action will be temporarily stored on site during construction and disposed offsite at a permitted facility consistent with applicable disposal regulations.

**4) Describe special emergency services that might be required.**

No special emergency services are anticipated for the proposed project.

**5) Proposed measures to reduce or control environmental health hazards, if any:**

Potentially hazardous fuels, lubricants, and associated materials used for operation of motorized equipment for the proposed project will be subject to existing local, state, federal, and Port controls and requirements for use, handling, and storage, with the objective of avoiding potential environmental health exposures and hazards.

The Port's contractor will be required to prepare a site-specific Health and Safety Plan to protect the contractor's employees. The contractor will also be required to prepare and follow a Spill Prevention, Countermeasures and Control Plan, routinely inspect equipment, and have spill kits on site in case of spills of petroleum products from construction equipment. Environmental health hazards will also be controlled by measures to be described in the required project Temporary Erosion and Sediment Control (TESC) and related engineering plans.

**b. Noise**

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

The project vicinity contains numerous industrial noise sources, including Port marine terminal activities. Other existing noise sources include, but are not limited to, traffic on Marine View Drive, activities at adjacent industrial and manufacturing sites and Naval Station Everett, aircraft overflights, and trains and train horns. Existing noise will not affect the 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.**

The proposed project will create temporary construction activity and equipment noise related to the

operation of construction equipment, handling and transport of contaminated media and import of materials. These short-term noise effects will occur during the construction periods and are expected to occur only during daytime hours.

The IA Area is located within the City of Everett, Washington, and the noise limits included in the Everett noise ordinance apply to noise related to this project. The Everett noise ordinance sets levels and durations of allowable daytime/nighttime operational noise. These limits are based on the zoning of the source and receiving properties.

The IA Area is zoned for industrial uses and potentially affected sensitive receivers in the project vicinity are the residences on the hillsides east (and northeast and southeast) of the IA Area. It is anticipated that activities would be conducted during the allowable work hours per the EMC. The noise associated with the proposed activity would be similar to normal noises associated with existing activities at the Terminal. If circumstances arise that require modification to the allowable work hours, the Contractor will be required to adhere to all applicable City of Everett noise regulations, including obtaining a variance if needed.

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

The restriction of construction activities to City of Everett allowable work hours will minimize the potential for significant noise impacts. Construction activities will comply with EMC regulations. In the event noise concerns arise, the Port maintains a Noise Compliant Hotline (425-388-0269) that is monitored 24 hours per day, 7 days per week.

## **8. Land and shoreline use**

### **a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The project area is generally located within the Port of Everett South Terminal facility. The project area is located adjacent to the Port of Everett Pacific and South Terminals, Port Gardner Bay and the Burlington Northern Santa Fe Railway right of way. The project area is generally used for shipping commerce and the terminals are equipped with deep draft vessel berths for the off and onloading of cargo. The storage, handling, and landward transport of cargo by rail and trucks are also conducted at the terminals. There is residential housing located on the bluff overlooking the terminals, across the railroad tracks to the east. The project will not affect these uses.

### **b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

No, the project area has not been used for agriculture or working forest lands.

### **1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:**

No, the project area is not surrounded by working farms or forest land and will not affect any such uses.

**c. Describe any structures on the site.**

Structures at the Pacific Terminal and South Terminal include cargo wharves which support ship-to-shore cranes used to transfer containers from deep draft container vessels, a storage building, and flat paved space for cargo storage and transport. The South Terminal yard is also a large flat area with several warehouse structures.

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

No structures will be demolished as part of this project.

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

The site is zoned M-2, Heavy Manufacturing.

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

The City of Everett's Comprehensive Plan designation for the site is Heavy Industrial.

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

The Shoreline Master Program designation for the site is Urban Deep-Water Port.

**h. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

The City of Everett's Critical Areas map shows the project to be in a liquefaction susceptibility and seismic hazard area. The land slide and erosion hazard classification for the project area are low.

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

No people reside on the IA Area. Approximately 150 people are employed by the Port's Terminal operations. The project will generate temporary construction jobs. After completion of the project, however, no new employment associated with the project is expected to occur.

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

The completed project will not result in displacement of workers or residents.

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

No displacement of residents or workers will result from the proposal; therefore, no measures for avoiding or reducing displacement impacts are needed.

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

The existing and proposed use of the IA Area is as a marine cargo terminal, an industrial use that is consistent with the current and projected underlying zoning designation, the Everett Shoreline Master Program, and Comprehensive Plan. No change of use will occur.

**m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:**

No agricultural or forest lands of commercial significance will be impacted by the proposed activities in the IA Area.

**9. Housing**

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

No housing units will be provided by the project.

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

No housing units will be eliminated by the project.

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

No housing units will be provided or eliminated. Therefore, there will be no measures to reduce or control housing impacts.

**10. Aesthetics**

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

No building structures are proposed as part of this project. Ecology block walls will be constructed to contain stormwater treatment media at three locations within the existing bioswale. The top of the block wall will be approximately three to four feet above the surrounding ground surface. Stormwater flow controls will be constructed adjacent to the Ecology block wall and the top of these features will be approximately six feet above the ground surface.

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

No views will be obstructed by the proposed project elements. The ecology block wall and stormwater controls are located immediately east of an existing public trail. Views are limited through the seaport to the west toward the water and will not be affected. The view east of the existing public trail consist of BNSF Railway and a high bluff which are at a higher elevation than the public trail.

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

No views will be permanently altered or obstructed as the result of this project; therefore, no measures to control aesthetic impacts are necessary. Potential aesthetic impacts will be temporary and related to the presence of construction equipment.

## **11. Light and glare**

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

The project will not alter existing light or glare conditions at the project site.

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

No change in light or glare conditions is anticipated, and no safety hazards or interference with views will result from the proposed project.

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

No off-site sources of light and glare are expected to adversely affect the present project.

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

No adverse light and glare effects from the planned construction activities are expected; therefore, no mitigation measures are proposed. Should temporary night work be required, the contractor will work with the City of Everett to ensure compliance with City's code.

## **12. Recreation**

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

There are no recreational opportunities in the IA Area. The IA Area is located in a restricted industrial cargo facility (a Transportation Workers Identification Card or escort by authorized personnel is required for entrance).

The nearest recreational opportunity is the Pigeon Creek Trail, which is a paved pathway that runs approximately 0.63 miles along the east side of the Terminal property, adjacent to the existing bioswale, to a public viewpoint with access to the marine shoreline south of the Site. This public trail will be closed to public access during construction for public safety and will be restored and re-opened following construction activities. A public boat launch, and shoreline parks are present between 1.4 and 2.0 miles to the northeast.

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

Pigeon Creek Trail is a paved pathway that runs approximately 0.63 miles along the east side of the Terminal property to a public viewpoint with access to the marine shoreline view point area south of the Site. The trail will be temporarily closed for a few months during construction. Following construction, the trail will be reopened to the public.



No recreational opportunities will be displaced by the proposed project other than temporary closure to the Pigeon Creek Trail discussed above.

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

No recreational opportunities will be lost by the proposed project; therefore, no mitigation measures are proposed.

**13. Historic and cultural preservation**

**a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.**

No known local, state, or federal listed historic or cultural buildings, structures, or sites are located on or near the IA Area and no sites appear eligible for listing on or near the project site.

**b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

There are no known landmarks or any other features or evidence of Tribal or historic use or occupation within the IA Area. Regarding past projects in the general vicinity, the Tulalip Tribes have indicated that there was a long-house along the bluff near the Pigeon Creek viewpoint beach area.

In order to determine potential resource presence, a cultural resources review and assessment is being completed for the project by Ecology.

**c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

Washington State Department of Ecology is reviewing available site information and conducting consultation with the Department of Archeology and Historic Preservation (DAHP) and all affected tribes regarding potential impacts to cultural resources.

**d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

No potential adverse effects on historic or cultural resources are anticipated. The possibility that historic or cultural resources are present at the IA Area is low since the present industrial facility consists of filled upland area.

Excavation activities to be completed as part of Interim Action No. 2 are shallow and located within the fill/wood debris layer. If discoveries of possible archaeological interest are uncovered during construction, work will be stopped and the proper authorities notified. An Inadvertent Discovery Plan (IDP) will be prepared prior to Interim Action No. 2 construction. The Port will follow the IDP and an archeologist will

be on call while the work is being performed.

#### **14. Transportation**

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

There is one street access point to the controlled entrance to the Pacific and South terminals. Terminal Avenue directs traffic to and from the terminals through a manned gate and connects to West Marine View Drive, the primary waterfront corridor in the City of Everett. There is no public street access in the IA Area.

**b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

The IA Area is not served by public transit. Access to the cargo terminals is restricted to authorized personnel. The nearest public transit stop is approximately 0.3 miles away at Pacific Avenue and Federal Avenue. It is served by Everett Transit routes 4 and 5.

**c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

There will be no change in the number of parking spaces as a result of this project.

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

No new improvements to existing roads or streets will be required for this project. Any damage occurring to the public trail will be repaired.

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

The IA Area is located within and adjacent to the Port of Everett Marine terminal facilities. A railroad right of way is located adjacent to the IA Area.

The project is not expected to use water or air as modes of transportation. Contaminated excavation material needing transport to agency-approved disposal facilities will be loaded onto trucks and transported to disposal facilities using roads or possibly a combination of roads and rail routes.

**f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

The completed project will not generate any new vehicular trips. Project construction activities will generate a temporary increase of vehicular trips for transportation of construction workers and off-site

transportation of contaminated material. Approximately 2,000 CY of soil is proposed to be excavated from the IA Area and transported off-site by truck. Approximately 100 truck trips may be needed to transport contaminated material to an approved off-site upland facility, based on a conservative estimate of the soil density, and the use of trucks with a capacity of 20 cubic yards.

The total volume of material imported for backfilling and site restoration is approximately 2,000 CY, corresponding to approximately 100 truck trips at 20 cubic yards per trip. The actual number of vehicle trips per day will depend on the construction means and methods adopted by the contractor.

**g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No interference with the movement of agricultural/forest products will occur as a result of the proposed project.

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

No impacts to local transportation patterns are anticipated. This temporary increase in truck traffic during construction is not anticipated to affect local traffic patterns in the area.

**15. Public services**

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

No increase in public services is anticipated from the proposed project activities.

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

No measures for offsetting, reducing or controlling adverse effects on public services are required.

**16. Utilities**

**a. Underline utilities currently available at the site:**

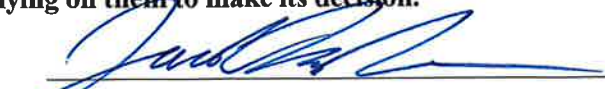
electricity, natural gas, water, refuse service, telephone, sanitary sewer, stormwater,  
communication.  
other \_\_\_\_\_

**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.**

No additional utilities will be required for the project.

**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:  \_\_\_\_\_

Name of signee Jacob Kirschner

Position and Agency/Organization Environmental Project Manager - Port of Everett

Date Submitted: 5/3/2024