
PORT OF EVERETT
ENVIRONMENTAL CHECKLIST
South Terminal Berth Improvements & Mill A Interim Action
File No. 2018-03



October 2018

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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 or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

SEPA Environmental Checklist

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

Port of Everett South Terminal Berth Improvements / Mill A Interim Action

2. Name of applicant:

Port of Everett

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

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4. Date checklist prepared:

10/26/2018

5. Agency requesting checklist:

Port of Everett (Port)

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

The proposed project is anticipated to occur from July 2019 through June 2020. All in-water construction will be completed within the allowable work windows (July 16 through February 15). This schedule is

necessary to improve navigation at South Terminal for larger vessels and over-sized cargo that is anticipated by the Port in response to the needs of existing customers' changing shipping requirements.

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

The Port may conduct additional environmental reviews in the future, as appropriate, if significant new terminal facilities or improvements at South Terminal are proposed. Future projects on this site could include cleanup actions and infrastructure investments, consistent with the adopted 2008 Marine Terminals Master Plan, or other improvements. Subsequent environmental review(s) will be completed under a separate application, if required.

The Pacific and South Terminals (formerly the Weyerhaeuser Mill A pulp mill facility), are currently subject to environmental cleanup under a Model Toxics Control Act (MTCA) Agreed Order (Ref. No. DE-8979) with Washington Department of Ecology (Ecology) referred to as the "Mill A Cleanup." The current potentially liable parties (PLPs) under the Agreed Order are Weyerhaeuser, the Port of Everett (Port), and Washington State Department of Natural Resources. Specific information on this cleanup can be found at Ecology's website (<https://fortress.wa.gov/ecy/gsp/Sitepage.aspx?csid=2146>). At this stage of the MTCA cleanup process, Ecology, the Port and the other PLPs are collecting additional environmental data to support the preparation of a Remedial Investigation/Feasibility Study Report (RI/FS). The future RI/FS Report will define the nature and extent of the historic contamination within the Site upland and in-water areas, review cleanup remedy alternatives to address the full extent of contamination, and will select a preferred final cleanup remedy for the Site that will consider future site uses. A separate Environmental Review will be conducted in the future, as necessary, for the selected final cleanup remedy and will be performed as part of the MTCA cleanup process.

The proposed South Terminal Berth Improvements & Mill A Interim Action project is an infrastructure project that includes maintenance dredging. The proposed dredge area is located within the Weyerhaeuser Mill A Former cleanup site that is being administered by Ecology under the MTCA. The cleanup site is subject to a MTCA Agreed Order between the Ecology, the Port, Weyerhaeuser, and the Washington State Department of Natural Resources (No. DE 8979). The Port will conduct the contaminated dredging portion of this project as a formal interim cleanup action with Ecology and in conformance with an Ecology-approved Interim Cleanup Action Work Plan. In addition, an Agreed Order Amendment or new Agreed Order is required for the Interim Action.

Other projects known to be scheduled to occur at or near the project site include the following:

- South Terminal Modernization Project construction is underway and includes strengthening the South Terminal Wharf and installing two 100-foot gauge rail mounted gantry cranes. Construction completion is estimated for December 2020.

Potential future projects for which timing and funding are unknown may include:

- Improved terminal lighting as part of a security project.
- Mill A Former Site MTCA Cleanup Action as described above, however, the Port is reserving the possibility that additional interim cleanup actions may be required to reach the final cleanup.

The Port of Everett will conduct environmental review(s), as appropriate, if other future projects are proposed at or near the proposed project location.

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

The Port is using a combination of existing and new environmental data to comply with the State Environmental Policy Act (SEPA) in evaluating potential environmental effects from the proposed project. The full redevelopment of the South Terminal site, including the dredge and infrastructure improvements included in this project, was evaluated in a Port of Everett Comprehensive Scheme of Harbor Improvements SEPA Final Environmental Impact Statement (FEIS), August 1995. The Draft EIS and the Final EIS, including appendices are incorporated by reference into this SEPA. The FEIS contains analysis of earth, air, water, plants and animals, environmental health-noise, land and shorelines use, aesthetics, lights and glare, historic/cultural resources, transportation, and public services and utilities impacts that would potentially be generated by the proposed short, mid and long-range improvements to the Port's marine terminal facilities which include significant expansion and improvements to the South Terminal. This includes potential impacts generated by additional cargo cranes, increased on-site cargo loading, truck and rail traffic, increased ship movements, and the more intense use of the marine terminals for general cargo shipping and receiving. Alternatives to the proposed action and potential mitigation measures are also described. The FEIS also includes comments from agencies, organizations, and the public and responses to these comments.

Also, please note the following Port of Everett SEPA environmental checklists evaluated various aspects of proposed redevelopment and environmental cleanup of the South Terminal site and related areas:

- A. Port of Everett Environmental Checklist – South Terminal Modernization Phase 2, July 2016/Addendums in September 2016, March 2018, and June 2018
- B. Port of Everett Environmental Checklist - Mill A Interim Cleanup Action, May 2015
- C. Port of Everett Environmental Checklist - Marine Terminal Rail Upgrades, March 2015
- D. Port of Everett Environmental Checklist - Pacific Terminal Wharf Upgrade, May 2005/Revised September 2005/Revised July 2014
- E. Port of Everett Environmental Checklist - Port of Everett Marine Terminal Master Plan and Proposed City of Everett Comprehensive Plan and Zoning Amendment, June 2014
- F. Port of Everett Environmental Checklist - South Terminal Wharf Strengthening, September 2013
- G. Port of Everett Environmental Checklist - Dolphin Berth Improvements, May 2011
- H. Port of Everett Environmental Checklist - Marine Terminal Master Plan Adoption, May 2008
- I. Port of Everett Environmental Checklist - South Terminal Wharf Upgrade, August 2003/Revised September 2003

All of these Port of Everett Environmental Checklists including their appendices are incorporated by reference into this SEPA checklist.

A summary of other environmental documents directly related to this proposal is listed below. Please contact Laura Gurley (425-388-0720, LauraG@portofeverett.com) to review environmental information relating to the proposed project.

Summary of Environmental Documents Directly Related to Proposal:

- *Draft Biological Evaluation- South Terminal Berth Improvements / Mill A Interim Action.* Everett, Washington. Prepared for the Port of Everett by Geoengineers, Inc. This report was prepared to address the requirements of Section 7 of the Endangered Species Act (ESA). *October 19, 2018.*
- *Macrovegetation/Habitat Survey Summary, Weyerhaeuser Mill A Former Cleanup Site.* Everett, Washington. Date issued: August 3, 2018.
- *Biological Evaluation - South Terminal Wharf Strengthening Phase 2.* Everett, Washington. Prepared for the Port of Everett by Hart Crowser Inc. Date issued: May 25, 2016 - This report was prepared to address the requirements of Section 7 of the Endangered Species Act (ESA).
- *2015/2016 Marine Terminal Fender Pile Replacement Best Management Practices Memorandum to Andy Kallus, Department of Ecology.* Everett, Washington. Prepared by Elise Gronewald, Port of Everett. Date issued: October 9, 2015.
- *Biological Evaluation - South Terminal Reinforcement.* Everett, Washington. Prepared for the Port of Everett by Hart Crowser Inc. Date issued: August 26, 2013. This report was prepared to address requirements of Section 7 of the ESA.
- *Port of Everett South Terminal Traffic Impact Analysis.* Everett, Washington. Prepared for the Port of Everett by Gibson Traffic Consultants. Date issued: May 2016.
- *Dredged Material Characterization Plan South Terminal Port of Everett South Terminal/Mill A Interim Action Sampling and Analysis Plan for Dredge Characterization.* Everett, Washington. Prepared for the Port of Everett by GeoEngineers. Date issued: October 8, 2018.
- Other permitting documents to permit proposed in-water work are in preparation and 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.

The proposed dredge area is located within the Weyerhaeuser Mill A Former cleanup site that is being administered by Ecology under the MTCA. The cleanup site is subject to a MTCA Agreed Order between the Ecology, the Port, Weyerhaeuser, and the Washington State Department of Natural Resources (No. DE 8979). A Remedial Investigation and Feasibility Study (RI/FS) is underway on the Mill A Former Site Cleanup. The proposed project footprint occurs within the overall cleanup area. Future environmental cleanup requirements will be determined as part of the Final RI/FS and Cleanup Action Plan for the cleanup area.

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

- Washington State Joint Aquatic Resource Permit Application will be submitted for local, state and federal permits.
- City of Everett - Shoreline Substantial Development Permit, Building Permit and Public Works Permit compliance.
- U.S. Army Corps of Engineers - Section 10 Permit and Section 404 Permit.

- ESA Section 7 consultation (NOAA Fisheries and USFWS).
- Treaty Tribe consultation, associated with federal permit review.
- Historic Preservation Act Section 106 and Washington Department of Archaeology and Historic Preservation (DAHP) review.
- Washington State Department of Ecology (Ecology) —Section 401 Water Quality and MTCA Coordination; Certification and Coastal Zone Management Act Consistency Determination.
- Ecology MTCA Interim Cleanup Action Work Plan and Agreed Order (i.e., an Agreed Order Amendment or new Agreed Order) as part of the Mill-A MTCA cleanup site.
- Washington State Executive Order 0505 (GEO 05-05) Review, implemented by Ecology.
- Washington Department of Fish & Wildlife; Hydraulic Project Approval (HPA).
- U.S. Coast Guard Private Aid to Navigation (PATON) permit required for new navigation light on dolphins.

11. 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.)

The purpose of this proposal is to conduct maintenance dredging activities and infrastructure improvements at the South Terminal Wharf in to improve vessel navigation in response to anticipated needs of the Port's current customers' cargoes getting heavier and larger. These evolving cargo needs require larger ships. These navigation improvements will allow anticipated calls from larger vessels on South Terminal to ensure port operations remain uninterrupted and near-term Port needs are met. The proposal also includes completion of a portion of the Mill A Cleanup under an Interim Action Agreement with Ecology.

The project can be divided into four main components: structural improvements, maintenance dredging, slope armoring and environmental mitigation, and are described in the following sections.

Structural Improvements

There is an existing derelict dolphin structure located south of the South Terminal Wharf that is comprised of approximately 15 creosote treated piles ranging from 16-inch to 18-inch in diameter. This derelict structure will be removed utilizing a vibratory hammer.

Structural improvements for the project include construction of two new cast in place 15-foot square concrete mooring dolphins supported on a total of 18, 24-inch-diameter permanent batter coated steel pipe piles. The new dolphins will be located just south of the existing South Terminal dolphin within the proposed dredge footprint. These new dolphins include new mooring hardware, railings, and a protective fender system consisting of eight (total), 12-inch-diameter uncoated steel pipe fender piles with HDPE protective sleeves. The dolphins will be connected to each other and the existing South Terminal southern dolphin with aluminum, fully grated catwalks (two 100-ft lengths by 6-ft wide). The catwalks will be located in deep water, elevated approximately 7 feet above mean higher high water (MHHW) and fully grated, creating no hard shadow on the surface of the water and therefore, no shading impacts.

Construction of the dolphins is expected to require use of 18, 24-inch-diameter, uncoated, temporary, steel pipe piles installed and removed utilizing a vibratory hammer. The purpose of the temporary piles is to construct templates for driving the batter piles and temporarily support the dolphin cap concrete pours. The permanent 24-inch-diameter coated steel pipe batter piles supporting the dolphin would be installed utilizing a vibratory hammer as far as practicable leaving of the remaining required length of the pile to be installed utilizing an impact hammer with a bubble curtain (or equivalent noise reduction features) to proof the capacity of the piling. Falsework would then be constructed on the temporary piling and the dolphin pile caps would be formed, reinforcement tied, and concrete placed atop the falsework. The 12-inch-diameter, uncoated, dolphin protective fender pipe piles with UHMW sleeves will be installed using a vibratory hammer only. Installation of these piles may occur before or after the concrete for the dolphins is placed. The piles will be backed by a galvanized steel waler and rubber arch fender elements. Once the dolphins are constructed, the falsework will be removed, the temporary piles will be pulled with a vibratory hammer, and the catwalks will be installed which may require some moderate demolition and reconstruction at the interface of the existing South Terminal.

A second structural improvement element is the construction of the new fender points along the South Terminal wharf face which will begin with the removal of five, 35-foot-long portions of the existing fender system (175 feet total). This will include removal and disposal of existing creosote treated timber chocks and walers, removal and salvaging or disposal of the existing rubber arch fenders, and extraction (using a vibratory hammer) of 20 existing fender piles. The existing fender piles consist of a mix of both 12-inch diameter steel and creosote treated timber piles. These piles will be replaced with 10, 16-inch HP16 piles at each of five (5) 35-foot-long portions of the existing fender system (for a total of 50 piles) with UHMW rub strips along the face of the piles. The piles will be installed using a vibratory hammer. These piles will be backed by a galvanized steel waler and four rubber arch fenders per location. The purpose of these new piles is to provide a reaction point for five new 15-foot-diameter, 30-foot-long, floating, removable pneumatic fenders. The pneumatic fenders will be placed in front of these new fender piles for vessel berthing and mooring but can be hauled out of the water at the Port's discretion, as needed.

Where contamination is found to be present, prior to pile driving along the South Terminal wharf face, a sand cover will be placed per requirements of Washington State Department of Ecology (Ecology) to minimize the potential for disturbance and transport of contamination. A cover at least three times the diameter of the pile and 6 inches deep will be placed on the sediment surface where the pile is to be driven.

The last structural improvement element is replacement of portions of the deck along the existing South Terminal Dolphin Berth Trestle to accommodate installation of two new higher capacity mooring bollards. Addition of the new mooring hardware at the existing Dolphin Berth Trestle will consist of removing two each of the existing deck panels in two spans (four panels total). This will require saw-cutting and localized select demolition taking care to prevent demolition debris from entering water. This removal will also require temporarily detaching and bracing the existing mooring system for reattachment after the deck has been replaced. The removed panels will then be replaced by forming and pouring a cast-in-place deck replacement to increase the deck capacity for upgraded mooring hardware. Temporary piling may be required for the concrete pour on the dolphin trestle for the new mooring hardware. Approximately 18, uncoated 24-in diameter temporary steel pipe piles may be installed and subsequently removed following completion of the mooring hardware upgrades.

Maintenance Dredging

The Port proposes to conduct maintenance dredging of the area adjacent to the South Terminal Wharf to accommodate larger vessels planned to call on the Port by 2020. The proposed dredge area is located within the Weyerhaeuser Mill A Former cleanup site that is being administered by Ecology under the Model Toxics Control Act (MTCA). The cleanup site is subject to a MTCA Agreed Order between the Ecology, the Port, Weyerhaeuser, and the Washington State Department of Natural Resources (No. DE 8979). The Port will conduct the contaminated dredging portion of this project as a formal interim cleanup action with Ecology and in conformance with an Ecology-approved Interim Cleanup Action Work Plan. In addition, an Agreed Order Amendment or new Agreed Order is required for the Interim Action.

The proposed dredging will remove sediments and wood debris (if encountered) from an area of South Terminal within the existing historical Constructed Dredged Area (last dredged in the 1970s) to a depth of -40 to -42 feet MLLW. The target elevation for the base of the dredge footprint is -40 feet (MLLW) plus a 1-foot over-dredge allowance to meet the required navigation depth for South Terminal. The dredging includes construction of a keyway at the toe of the transition slope that will be dredged to -45 feet MLLW to allow armor placement. The armor is necessary for slope stability and to provide isolation and protection of contaminated sediments that may be exposed but not fully removed by the dredging as required by Ecology. The functional depth of the navigation area will be 40 MLLW, which is consistent with the original dredge design depth.

The transition slope extending up from the base of the dredge prism will be constructed between approximately 2H:1V and 2.5H:1V (horizontal to vertical) to meet the existing elevations along the eastern portion of the dredge cut and includes a 1-foot over-dredge allowance. In the area of dredging adjacent to the south end of the South Terminal Wharf on the upper section of the slope, dredging will extend 5 vertical feet to allow for placement of armor rock to protect the wharf from potential erosion due to wave energy.

The project is within the boundaries of a MTCA cleanup site, therefore additional sediment removal beyond the base of the proposed dredge prism may be required for the placement of cap material to isolate contaminated sediment if exposed. This is consistent with the approach required by Ecology for the recent and nearby Pacific Terminal Interim Action dredging project completed by the Port. Sampling for the suitability determination is underway and volumes will be further defined based on DMMO review.

Preliminary calculations for the dredge material volume is approximately 25,840 cubic yards including the 1 foot over-dredge allowance. Less than approximately 20% of the material is anticipated to be unsuitable for open water disposal. Total dredge area is approximately 81,435 square feet (sf) of which approximately 4,600 sf will be armored below -20 feet MLLW and 4,500 sf will be armored above -20 feet MLLW. Dredging will be conducted using a barge-mounted dredge. Dredged material that is suitable for open water disposal will be loaded into a bottom dump barge for transport and disposal at the Port Gardner Bay open-water disposal site located in Everett, Washington. Dredged material unsuitable for open-water disposal will be removed as an interim cleanup action and will be offloaded at an upland transload facility located either at the South Terminal or an offsite facility appropriate for transloading. The dredged material that is offloaded to the transload facility will be transported via trucks and/or train for disposal at an appropriate permitted upland landfill facility. The removal of contaminated material will be coordinated with Ecology Toxics Cleanup Program (TCP) staff who oversee the overall cleanup activities at the site. Final calculations of the volumes of material suitable for open water and material that must be disposed of upland will be provided upon completion of the suitability determination through

the Dredged Material Management Program (DMMP). Sediment sampling for the purposes of DMMP characterization will occur in October 2018.

Slope Armoring

Slope armoring will be constructed on the dredge transition slopes to maintain slope stability, contain any exposed contaminated materials (as required by Ecology TCP) and protect against propeller scour. The transition slopes will be constructed at an assumed slope between 2H:1V and 2.5H:1V. The entirety of the northern engineered slope is expected to be constructed with placement of a 3-foot layer of armor rock at 2.5H:1V. The southern engineered slope is expected to be constructed with placement of 3-foot layer of armor rock for the bottom half of the slope (extending from toe of slope at -40 feet MLLW to -20 feet MLLW) at slopes between 2H:1V and 2.5H:1V. At the base of the transition slopes a keyway will be filled with armor rock to support the dredged slope.

A small area immediately adjacent to the southern end of South Terminal will be armored from 20 feet to approximately 0 feet MLLW. A 5-foot layer of armor rock will be placed at an assumed slope of approximately 2.5H:1V. This design feature is necessary to ensure the integrity of the existing South Terminal Wharf pier structure while maintaining the minimal size and side slope of the dredge footprint. The surface area of new rip rap fill at elevations is approximately 3,022 sf of the total riprap area above -20 feet MLLW. A layer of coarse sand and pea gravel (fish mix) will be used to fill the interstices and cover this southern section of armoring down to elevation 20 feet MLLW. The northern section of armoring down to -20 feet MLLW (1,587 sf) will not have fish mix placement because it is within a contaminated area with compromised habitat value.

Environmental Mitigation

The Port plans to mitigate for unavoidable adverse impacts to the estuarine systems due to increases in overwater coverage, displacement of benthic habitat due to pile installation and side slope armoring, and displacement of eelgrass habitat due to dredging. There are several project activities that are temporary and will not cause permanent habitat impacts (e.g. increased turbidity, elevated underwater noise levels). The armor rock identified for the dredge slopes that occurs in deep water (-20 feet MLLW) displaces no significant habitat features therefore no permanent habitat impacts have been identified. The project has been designed to avoid and minimize adverse impacts to the estuarine system, however, some impacts are unavoidable.

Permanent impacts will result from a combination of increases in overwater coverage and displacement of benthic habitat from both dredging and infrastructure installation. Total increase of overwater coverage has been estimated at 2,848 sf. These impacts will be from the installation of 5 pneumatic Yokohama fenders (2250 sf), two new dolphins including piles, pile caps and fenders (598 sf) and the new catwalk structure (1,200 sf). Because the catwalks will be located in deep water, approximately 7-ft above MHHW and fully grated, creating no hard shadow on the surface of the water and therefore with no shading impacts, its square footage is not counted for the total square footage impacted by overwater coverage. Mitigation for overwater coverage is based on the need to retain shallow benthic productivity and juvenile salmon migration corridors. Since this increase in overwater coverage would occur in deeper water where benthic productivity is minimal, the increases in overwater coverage would only affect juvenile salmonid behavior through avoidance of the shaded area. Thus, the effect of loss of habitat function is discounted by half of the total area to result in 1,424 sf of habitat loss due to shading that will be compensated for by the use of Union Slough advanced mitigation credits.

Permanent benthic habitat displacement will result due to armoring and pile installation for a total of 3,176 sf of displaced habitat. These impacts will be from the installation of 50 HP16 fender piles (90 sf), 18 24-inch steel batter piles (57 sf), 8 12-inch steel fender piles (7 sf), and nearshore armoring to the north end of the dredge prism (1,560 sf) and at the south end of the terminal (3,022 sf). As part of the project, a derelict creosote dolphin will be removed resulting in a net enhancement of 23.5 sf as well as the removal of 20 12-inch fender piles resulting in a net habitat benefit of 15.8 sf. The 1,560 sf of nearshore that will be armored north of the pier is within a previously documented contaminated area with compromised habitat value and is not counted toward the total benthic habitat displacement impact. In the northern area, the removal of contaminated material is enhancing the existing degraded conditions in this area. This beneficial action provides mitigation for the northern rock armor installation; therefore, no fish mix is proposed within the rock armoring in this northern area. The armoring proposed for the south end of the terminal will be filled and covered with coarse sand and pea gravel mix (i.e. fish mix) and will provide similar habitat value after construction. Based on the above, the net functional benthic habitat displaced by this project which will require mitigation is approximately 115 sf which will be compensated for by the use of Union Slough advanced mitigation credits.

The proposed dredge is a maintenance activity to restore navigation to the South Terminal and is within the historic dredge footprint of the South Terminal. It was last dredged by the former site owner in the 1970s. Although the proposed dredge is within the historic dredge footprint, several small patches of eelgrass have established within the proposed dredge cut (approximately 900 sf). After dredging is completed, the Port will transplant 1,800 sf of eelgrass to the Pigeon Creek delta using donor stock from surrounding healthy eelgrass habitat. The newly transplanted eelgrass habitat is predicted to reach full function within 5 years. The proposed transplant location has similar tidal elevation, wave energy, and substrate as the existing eelgrass location and will provide the necessary environment for success of the transplants. This transplant is proposed to occur during the spring/summer of 2020. The Port performed similar mitigation actions in 2009 at the Mt. Baker Terminal project where eelgrass was transplanted, and success criteria were met in 4 years.

In addition to the above, prior to dredging the Port will salvage the isolated patches of eelgrass (approximately 900 sf) that are within the proposed dredge prism and move them to the nearby Pigeon Creek delta. This action will create 1,000 sf of eelgrass habitat, enhancing existing eelgrass habitat located on the Pigeon Creek delta. The resulting total square footage will more than compensate for the loss of temporal function from transplanting the eelgrass and any additional unforeseen project related impacts to nearshore benthic function.

The Port will monitor both area and density of the new eelgrass beds to identify mitigation success. To reach full ecosystem function, in five years the planted area should equal 1,800 sf with a density approaching or the same as pre-project densities. The Port will also establish reference monitoring plots in an eelgrass bed in the vicinity to account for any stochastic variability that could locally affect eelgrass area and density. To ensure that ecosystem function is being met in perpetuity, the Port will monitor up to four times in the 5 years after the eelgrass transplant. If success criteria are not met, the Port will supplement the existing planting or enter into adaptive management with applicable resource agencies.

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 Project is located in the NW quarter of Section 30, Township 29 North, Range 5 East and in the NE quarter of Section 25, Township 29 North and Range 4 East, Willamette Meridian. The approximate street address is 3210 Terminal Avenue, Everett, Washington. Tax Parcel identification numbers 29053000201800, 29042500400200 and 29053000203400.

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

The project site is within a nearshore marine area near the existing South Terminal Wharf. There are existing flat intertidal and subtidal areas with steeper slopes at the terminal berth and nearshore interface.

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

The steepest slope on the site is approximately 2 Horizontal to 1 Vertical (2H:1V) from the shoreline edge under the western portion of the South Terminal Wharf down into the nearshore subtidal zone. The slope area is currently stabilized with armor rock (riprap). The upland slopes are no greater than 2 percent. The top of the slope is located at approximately elevation +11 feet MLLW. The toe of slope is on average, at a depth of -37 feet MLLW.

**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.**

Marine areas primarily consist of sandy dredge fill. The Soil Survey of Snohomish County Area Washington classifies the upland portion of the site as Urban Land.

In general, the majority of the upland area of the marine terminal is comprised of fill in former tidelands. Most of this fill was deposited during the early-to-mid 20th century when the production and export of forest products was Everett's primary industry. Fill materials include a wide range of soil types including wood waste and some inorganic debris from a variety of sources such as channel dredging, site grading and excavation activities. The submerged tidelands adjacent to and under portions of the wharf consist of a combination of native loose, soft to medium stiff Snohomish River delta alluvium over glacial sediments deposited from the Vashon period of glaciation that ended approximately 13,000 years ago. Nearshore marine areas include riprap to protect from erosion of the upland marine terminal. The upland area has no previous, existing, or potential agricultural use.

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

Everett's Critical Areas Map identifies the slopes surrounding the Port's marine terminals and the filled upland areas of the existing marine terminals as containing moderate to highly susceptible liquefaction-prone soils. Liquefaction occurs when water saturated soil loses its strength and stiffness by earthquake shaking or other rapid loading. These soils are prone to landslide events as well. Detailed evaluation of specific site conditions and potential seismic risk is being conducted and will be incorporated into the final engineering and construction design of the proposal.

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.

There is no upland earth disturbance proposed as part of this project.

This site is subject to a MTCA Agreed Order between the Ecology, the Port, Weyerhaeuser, and the Washington State Department of Natural Resources (No. DE 8979). The Port will conduct the contaminated dredging portion of this project as a formal interim cleanup action with Ecology and in conformance with an Ecology-approved Interim Cleanup Action Work Plan. In addition, an Agreed Order Amendment or new Agreed Order is required for the Interim Action. Final calculations of the volumes of material suitable for open water and material that must be disposed of upland will be provided upon completion of the suitability determination through the Dredged Material Management Program (DMMP). Sediment sampling is currently underway.

Dredging will be conducted using a barge-mounted clamshell dredge or hydraulic long reach excavator that fully closes and will be moved through the water column carefully. Dredged material will be loaded into a barge for transport and disposal. Dredged sediment that is suitable for open water disposal is expected to be disposed at the Port Gardner open-water disposal site located in Everett, Washington. Dredged material unsuitable for open water disposal will be offloaded at an upland transload facility located either at the South or Pacific Terminal or at an offsite facility appropriate for transloading. The dredged material that is offloaded to the transload facility will be transported via trucks and/or train for disposal at an appropriate permitted upland landfill facility.

The Port proposes to conduct maintenance dredging of the area adjacent to the South Terminal Wharf to accommodate larger vessels proposed to call on the Port by 2020. The proposed dredging will remove sediments and wood debris (if encountered) from an area of South Terminal within the existing historical Constructed Dredged Area (last dredged in the 1970s) to a depth of -40 to -42 feet MLLW. The target elevation for the base of the dredge footprint is -40 feet mean lower low water (MLLW) plus a 1-foot overdredge allowance to meet the required navigation depth for South Terminal. The dredging includes construction of a keyway at the toe of the transition slope that will be dredged to -45 feet MLLW to allow armor placement for slope stability and cap newly exposed potentially contaminated sediments while still achieving minimum functional depth of -40 feet MLLW.

Based on the results of the dredged material characterization and because a portion of the proposed dredge area is in a Model Toxics Control Act (MTCA) Cleanup area, additional sediment removal beyond the base of the proposed dredge prism may be required for the placement of cap material to isolate

contaminated sediment if exposed. This is consistent with the approach used for the recent and nearby Pacific Terminal Interim Action dredging project completed by the Port.

Preliminary calculations for the dredge material volume is approximately 25,840 cubic yards including the 1-foot over-dredge allowance. Less than approximately 20% of the material is anticipated to be unsuitable for open water disposal. Total dredge area is approximately 81,435 square feet (sf) of which approximately 4,600 sf will be armored below -20 feet MLLW and 4,500 sf will be armored above -20 feet MLLW. Dredging will be conducted using a barge-mounted dredge. Dredged material that is suitable for open water disposal will be loaded into a bottom dump barge for transport and disposal at the Port Gardner Bay open-water disposal site located in Everett, Washington. Dredged material unsuitable for open-water disposal will be removed as an interim cleanup action and will be offloaded at an upland transload facility located either at the South Terminal or an offsite facility appropriate for transloading. The dredged material that is offloaded to the transload facility will be transported via trucks and/or train for disposal at an appropriate permitted upland landfill facility. The removal of contaminated material will be coordinated with Ecology Toxics Cleanup Program (TCP) staff who oversee the overall cleanup activities at the site. Final calculations of the volumes of material suitable for open water and material that must be disposed of upland will be provided upon completion of the suitability determination through the Dredged Material Management Program (DMMP). Sediment sampling for the purposes of DMMP characterization will occur in October 2018.

Stabilization of the underwater transition slope and the area adjacent to southern and northern portions of the South Terminal Wharf will be completed by importing armor rock via barge to the dredging location. Approximately 1,616 CY of armor rock material will be placed in the northern area and 4,155 CY of armor rock material will be placed in the southern area. Armor rock be placed along the transition slopes using a barge-mounted dredge bucket. Fish mix will be imported and transported to the Site by barge. A barge-mounted dredge bucket will be used to place the fish mix to fill the interstices and cover the southern section of armoring down to elevation -20 feet. Approximately 225 CY fish mix will fill the interstitial voids of the rock armoring in this area. The northern section of nearshore armoring does not require fish mix as mitigation because it is within a currently contaminated area with compromised habitat value.

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

Erosion is not expected to be a factor with this project.

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

There is no upland earthwork proposed as part of this project. No new or net increase in impervious surface will be created by this proposal.

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

Applicable Port of Everett Best Management Practices (BMPs) and discharge controls for the control of potential sources of erosion will be implemented as part of all of the proposal's dredging, armoring, and other construction activities. Standard BMPs that are both in accordance with the Washington State

Stormwater Management Manual for Western Washington and City of Everett requirements will also be implemented during all activities occurring over water and in the remainder of the project area. They include:

- The contractor will prepare a construction Spill Prevention, Control and Countermeasures (SPCC) Plan for this project. Any potential spills will be handled and disposed of in a manner that does not contaminate the surrounding area. Adequate materials and procedures to respond to unanticipated weather conditions or accidental releases of materials (sediment, petroleum hydrocarbons, etc.) will be available on site. This will include materials necessary to cover stockpiles (e.g., tarpaulins), isolate pollutants from the environment (e.g., protective containers), and contain and absorb spills (e.g., disposable absorbent materials). The SPCC Plan will also ensure the proper management of oil, gasoline and solvents used in the operation and maintenance of construction equipment and that equipment remain free of external petroleum-based products prior to entering the work area and during the work, and for making any necessary repairs prior to returning the equipment to operation in the work area. The SPCC Plan will be consistent with 40 Code of Federal Regulations (CFR) 112.3 as well as the State of Washington Oil Spill Contingency Plan (WAC 173-182).
- An emergency spill containment kit must be located on-site along with a pollution prevention plan detailing planned fueling, materials storage and equipment storage. Waste storage areas must be prepared to address prevention and cleanup of accidental spills.
- A WQMP will be developed to ensure mixing zone compliance and maintain water column turbidity during dredging and pile driving and extraction activities as part of the Ecology 401 Water Quality Certification process.
- Fresh concrete or concrete by-products shall be prevented from entering waters of the state and affecting nearshore habitats. All forms used for concrete shall be completely sealed to prevent leaching of fresh concrete and to prevent concrete from getting into state waters. Impervious materials shall be placed over any exposed concrete not lined with impervious forms that will come in contact with waters of the state. Forms and impervious materials shall remain in place until concrete is cured.
- All construction-related debris will be cleaned up on a daily basis. Proper conservation measures will be taken to ensure that debris will not contaminate the marine shoreline.
- Waste materials, including miscellaneous garbage and/or other debris removed from the shoreline environment, will be transported off site for disposal in accordance with applicable regulations.

2. [Air \[help\]](#)

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.**

Potential short-term air emissions will be limited to diesel engine emissions from operation of dredging and loading equipment as well as crane and pile drivers and support vessels. While it is anticipated that newer, larger ships will call upon the port, presumably with larger power plants because each ship can carry more cargo, it is likely there will be fewer ships calling, as the amount of cargo handled by the Port is expected to remain the same. These more modern ships have newer power plants designed to ensure more efficient operation and cleaner emissions. Future emission levels are expected to remain the same as today given the above assumptions.

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

No. Sources of emissions include vehicle traffic on local streets and ship traffic within the Port and through Port Gardner Bay, which would not affect the proposed project. A portion of the material to be dredged is known to contain wood waste. This material may, once exposed to the open air, emit strong odors consistent with anoxic sediments. Material would only be exposed during construction activity; therefore, any odor related concerns would be temporary in nature.

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

Motor powered equipment used for the proposed project will be operated and maintained consistent with existing air emissions requirements and will be required to comply with federal, state and local fuel and equipment/vessel regulations. As described above, by accommodating larger vessels, few calls will be made to the Port maintaining current emissions from future vessel traffic. These emissions will likely be less impactful to the environment assuming that the power plants in these new vessels are more efficient.

3. Water [\[help\]](#)

a. Surface Water: [\[help\]](#)

- 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 South Terminal Wharf is located on the eastern shoreline of Port Gardner Bay, Puget Sound. Pigeon Creek flows into the Bay directly south of the project area and the Snohomish River flows into the Bay approximately 3 miles Northwest of the South Terminal.

- 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.**

Yes, the entire proposal is within or over water and is described in detail in A.11. This will occur within Port Gardner Bay. No work is identified within 200 feet of the Snohomish River. The only action item to potentially occur within 200 feet of Pigeon Creek is the transplant of eelgrass onto the delta.

- 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.**

Preliminary calculations for the dredge material volume is approximately 25,840 cubic yards including the 1-foot overdredge allowance. Total dredge area is approximately 81,435 sf of which approximately 46,000 sf will be armored below -20 feet MLLW. Material will be sourced from a local quarry. See section B.1.e for more detail.

Approximately 4,582 SF of armor rock, sourced from a local quarry, will be placed on the transition slopes of the intertidal/shallow subtidal to stabilize the area after dredging and protect South Terminal from erosional forces. Approximately 225 CY of fish mix will be used to fill and cover approximately 3,022 sf of armoring and will be sourced from a local quarry or aggregate supplier. Approximately 11.6 CY of clean sand will be placed in the footprint of piles to be installed, per Ecology requirements.

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

No.

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

The existing South Terminal Wharf and adjacent uplands are currently above the 100-year floodplain. All proposed work will occur in or over the waters of Port Gardner Bay.

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 discharges of waste material will occur to surface waters. Potential discharges to surface waters include localized temporary increases in turbidity during dredging, pile removal/installation and dredge return water. Turbidity would increase temporarily due to short-term resuspension of sediments in the water column at the point of dredging. Turbidity associated with dredging and disposal would be minimal, localized and temporary, and would be limited to a mixing zone allowed by the Department of Ecology's water quality standards. BMP's such as silt curtains, will be utilized to minimize impacts from turbidity and containing suspended sediments. A Water Quality Monitoring Plan (WQMP) will detail implementation of these BMPs, as well as points of compliance to ensure water quality will be maintained during dredge operations and other in-water construction activities. The potential spread of contaminated sediments are minimized as part of Washington Department of Ecology (Ecology) Water Quality Certification (WQC) standards that limit the temporary impact of turbidity. See Section B,1,h for description of planning documents to limit or regulate discharges generated by the proposed project.

Dredged material will be loaded into a barge for transport and disposal. The dredged sediments approved for open-water disposal are expected to be disposed at the Port Gardner open-water disposal site located in Everett, Washington. Contaminated dredged material will be offloaded on the South Terminal Wharf, Pacific Terminal, or an offsite offload facility and transported to an appropriate upland landfill for disposal.

b. Ground Water: [\[help\]](#)

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.

No.

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.

Not applicable.

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 upland areas at the South Terminal are mostly impervious surfaces where all stormwater and other potential discharges are captured and treated through permitted means. No increase in impervious surface is proposed as part of this project. Therefore, there will be no changes to water runoff or stormwater control.

Runoff water created from upland offloading of contaminated sediment from a barge to a transload facility will be completed by implementing BMPs (i.e. stockpiling, silt fencing, containment, and dewater treatment), as necessary in accordance with project permits.

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

There is a remote potential that waste materials could enter surface waters due to an accidental spill during dredging, transport and disposal of dredged material or other construction activities. To reduce the potential for spills and leaks, the barge and other construction vessels will contain an adequate supply of materials (such as a vacuum pump, booms, diapers and other absorbent material) to control and contain deleterious materials in the event of an accidental spill. BMPs will be implemented in accordance with project permits to reduce the risk of waste material entering surface waters.

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

No.

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

Dredged material will be loaded into a barge for transport and disposal. Return water draining from the receiving barge will be treated by a filter media such as straw bales or geo-textile fabric before return to surface water. Filter fabric will be cleaned and changed regularly to assure effective filtration.

To reduce impacts to Port Gardner from in-water construction work, BMPs will be implemented including:

- Work will be completed within the Corps and Washington Department of Fish and Wildlife (WDFW) approved in-water work windows (July 16 and February 15).
- Work will be completed in compliance with the Ecology Water Quality Certification (WQC) standards that limit the temporary impact of turbidity. Any turbidity associated with dredging and disposal would be minimal, localized and temporary, and would be limited to a mixing zone allowed by the Department of Ecology's water quality standards.
- Work will be in compliance with other local, state and federal regulations and restrictions (e.g., WDFW Hydraulic Project Approval [HPA], local Critical Areas Ordinance and land use regulations, Shoreline Master Program, State Environmental Policy Act [SEPA], 401 Water Quality Certification, and Corps Section 10 [Rivers and Harbors Act]).
- Disturbance will be limited to those areas necessary for construction, which will be identified on site plans and marked on the site before construction begins as shown on JARPA drawings (Appendix A).
- During impact pile driving, noise attenuation BMPs (i.e. confined bubble curtain or similar) will be utilized to reduce underwater sound pressures.
- Fresh concrete or concrete by-products shall be prevented from entering waters of the state. All forms used for concrete shall be completely sealed to prevent leaching of fresh concrete and to prevent concrete from getting into state waters. Impervious materials shall be placed over any exposed concrete not lined with impervious forms that will come in contact with waters of the state. Forms and impervious materials shall remain in place until concrete is cured.
- The contractor will be required to prepare a construction Spill Prevention, Control and Countermeasures (SPCC) Plan for this project according to WSDOT (2013) guidance. The SPCC Plan will be consistent with 40 CFR 112.3 as well as the State of Washington Oil Spill Contingency Plan (WAC 173-182).
- All equipment used for construction activities will be cleaned and inspected prior to arriving at the project site to ensure no potentially hazardous materials are exposed, no leaks are present, and the equipment is functioning properly.
- The contractor will perform daily inspection of construction equipment to ensure there are no leaks of hydraulic fluids, fuel, lubricants or other petroleum products. Corrective actions will be taken in the event of any discharge of oil, fuel, or chemicals into the water, including:
 - In the event of a spill, containment and cleanup efforts will begin immediately and be completed as soon as possible, taking precedence over normal work. Cleanup will include proper disposal of any spilled material and used cleanup material.

- The cause of the spill will be assessed, and appropriate action will be taken to prevent further incidents or environmental damage.
- Spills will be reported immediately to DOE's Northwest Regional Spill Response Office at (425) 649-7000 (a 24-hour phone number). Spills of oil or hazardous materials also will be reported immediately to the National Response Center at 1 (800) 424-8802 and the Washington Emergency Management Division at 1 (800) 258-5990 or 1 (800) OILS-911.
- All construction-related debris will be cleaned up on a daily basis. Proper conservation measures will be taken to ensure that debris will not contaminate the marine shoreline or marine waters.
- Waste materials, including miscellaneous garbage and/or other debris removed from the shoreline environment, will be transported off site for disposal in accordance with applicable regulations.
- The contractor will be required to comply with all permit conditions.

Following BMPs will be implemented during dredging:

- Barges and support vessels will be positioned and navigated in a manner that will avoid grounding out.
- During dredging, each cycle of the bucket will be complete and stockpiling of material under water will not be allowed.
- Leveling of the completed dredging surface by dragging a beam or the clamshell bucket will not be permitted.
- Return water draining from the receiving barge will be treated by a filter media such as straw bales or geo-textile fabric before return to surface water. Filter fabric will be cleaned and changed regularly to assure effective filtration.
- Dredged material suitable for open-water disposal will be loaded into a bottom-dump barge for transport and disposal. The dredged sediments that are suitable for open-water disposal are expected to be disposed at the Port Gardner open-water disposal site located in Everett, Washington.
- A silt curtain will be deployed around the active dredge area to contain suspended sediments and reduce impacts to water quality.
- Water quality will be monitored during dredging as per the requirements of the Department of Ecology to ensure compliance with the 401 Water Quality Certification. Exceedances will be managed according to Ecology's requirements, and may include modifying the dredging activity or BMPs and operations, implementation of additional BMPs, and/or temporary suspension of dredging in order to allow the exceedance to pass. Ecology notification would occur based on the requirements of the 401 Certification.

4. **Plants** [\[help\]](#)

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 macrovegetation
- other types of vegetation

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

Small patches of eelgrass have been observed directly south of the wharf, extending approximately 600 feet from the wharf at approximately -3 to -5-ft MLLW. The current proposed maintenance dredging will impact approximately 900 square feet of eelgrass within the proposed dredge footprint. Eelgrass within the final proposed dredging area will be removed prior to dredging and replanted south of the impacted area. Please see section A.11. Environmental Mitigation for more details on timing and sequencing of eelgrass removal and transplanting.

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

No threatened or endangered plant species are known to be on or near the site.

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

Eelgrass will be removed from the dredge area and relocated as described in Section A.11. Environmental Mitigation paragraph.

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

None.

5. Animals [\[help\]](#)

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: Marbled murrelet, osprey, diving ducks, gulls, alcids, cormorant
mammals: harbor seal, California sea lions
fish: salmon, trout, herring, shellfish, other Rockfish, sculpin, flatfish

Substantial marine cargo and industrial operations occur at the South terminal; this area does not include upland habitat for wildlife. Most fish and wildlife in the area are associated with Port Gardner, Possession Sound and the lower Snohomish River, north of the project area. 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 Port of Everett terminal area. Osprey nest on the lower Snohomish River on derelict piles approximately 1.5 miles north of the project area.

Consistent with in-water construction review and permit requirements of the U.S. Army Corps of Engineers, Seattle District, the Port has prepared detailed information in the form of a Draft Biological Evaluation describing existing aquatic habitat conditions in Port Gardner, Possession Sound and the lower Snohomish River, pertaining to ESA decision-making requirements.

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

The ESA-listed species that may occur in the proposed project area are listed below. Because this work would occur in shoreline and aquatic areas in Port Gardner, the proposed project requires review to determine potential negative construction-related effects on aquatic-dependent species listed as threatened or endangered under ESA or their critical habitat. The ESA status of each of these species, as well as the effects determination is included in the Draft Biological Evaluation prepared for this project. The Draft Biological Evaluation for this proposal is available upon request.

In addition, an evaluation of the effects of the proposed project on Essential Fish Habitat has also been prepared and included in the proposal’s Draft Biological Evaluation, pursuant to the Magnuson-Stevens Fishery Conservation Act as amended by the 1996 Sustainable Fisheries Act.

Salmonids	Other Fish Species	Other Marine Species
Puget Sound Chinook Salmon (T)	Bocaccio (E)	Southern Resident Orca (E)
Puget Sound/Coastal Bull trout (T)	Yelloweye Rockfish (T)	Marbled Murrelet (T)
Puget Sound Steelhead trout (T)	Eulachon (T)	Humpback whale (T)
	Green Sturgeon (T)	Leatherback turtle (T)
		Loggerhead turtle (T)
		Green sea turtle (T)
		Olive Ridley sea turtle (T)

T – Threatened E – Endangered

Although Humpback whale and four species of sea turtles as noted above are ESA-listed as threatened and have been documented in Puget Sound, these species are quite rare and highly unlikely to be in the project area.

Please also refer to the proposal’s Draft Biological Evaluation for a more detailed description and analysis of threatened and endangered species known to be on or near the site along with extensive information

related to their migration routes, critical habitat, essential fish habitat, and other existing environmental conditions in the project area such as vegetation, water quality, substrates, contaminants and sediments.

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

Yes, nearshore areas of Port Gardner are used by outmigrating 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 in nearshore and offshore areas of Port Gardner before entering the Snohomish River. Several migratory diving duck species such as scoters, goldeneye, grebes, and mergansers overwinter in the general area of Port Gardner. Please also refer the project's Draft Biological Evaluation for a more detailed description of migration routes near the site.

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

Part of the proposed project will remove contaminated sediment from this area of Port Gardner, removing a long-term source of contaminant exposure to local fish and wildlife. Measures to avoid and minimize potential adverse effects on ESA species of concern and, as a result, function as conservation measures will include appropriate use as required of the following:

- All in-water work will be completed within the Corps and WDFW approved in-water work windows (July 16 and February 15).
- Removal of contaminated sediment identified within the proposed project footprint, removing a source of contaminant exposure to local fish and wildlife.
- BMPs will be implemented to minimize spills and reduce turbidity from dredging activity in accordance with project permits.
- The proposed project includes replacement of approximately 20 existing 12-inch creosote treated timber fender piles and removal of 15 creosote treated timber dolphin piles. This will reduce leaching of creosote-based hydrocarbons from this area of Port Gardner, removing a long-term source of contaminant exposure to local fish and wildlife.
- Approximately 900 sf of eelgrass (*Zostera marina*) in several patches are present in the proposed dredge prism. Approximately 1800 sf of eelgrass habitat will be created (at a minimum) using a combination of donor stock and salvaging of the mentioned eelgrass patches. These actions will enhance nearby existing eelgrass beds south of the project site near Pigeon Creek (net increase of 600 sf of nearshore marine habitat).
- BMPs will also be implemented to minimize spills and reduce turbidity from pile driving and overwater construction activities.
- To minimize potential noise related impacts, all piles will be driven with a vibratory pile driver to the extent practicable. An impact pile driver will only be used to reach required tip elevations in the event that vibratory action is not sufficient to overcome soil resistance, or to proof piles for load bearing capacity. A bubble curtain (or equivalent sound attenuation) will be deployed for all impact pile driving to reduce waterborne noise. All non-load bearing fender piles at the face of the wharf will be driven with a vibratory hammer only.

- To minimize the resuspension of surface sediments during pile driving, a 6-inch cap of clean sand will be placed in the new pile footprint to prevent potential suspension of contaminated sediments.
- If required by the Federal Services in order to minimize injury and behavioral disturbances to marine mammals, trained biologists knowledgeable in the identification of orcas and other marine mammals will be positioned on the South Terminal wharf to observe the area during all periods of pile driving. All observers will have a direct communication link with the pile driving supervisor and will stop pile driving if any marine mammal comes within the disturbance threshold defined by the project's marine mammal monitoring plan.
- The Port will correspond with the United States Fish and Wildlife Service (USFWS) to determine if marbled murrelet monitoring using established murrelet monitoring protocols will be required.
- A water quality monitoring plan would be developed and implemented, if required, during construction to verify compliance with water quality conditions of the Section 401 Water Quality Certificate, and other state and federal permits for the proposal.
- Applicable Port BMPs for reducing and controlling surface, ground, and runoff water and drainage pattern impacts (see subsection B. 3. d. of this checklist).
- All construction equipment would be inspected daily to ensure that it is in proper working condition.
- The contractor will be responsible for the preparation and implementation a SPPC plan to be used for the duration of the project. The SPCC plan would be submitted to the project engineer prior to the commencement of any construction activities. A copy of the plan with any updates would be maintained at the work site by the contractor. The contractor would also maintain at the job site the applicable equipment and materials designated in the SPPC plan.
- Excess or waste materials, petroleum products, fresh cement, lime or concrete, chemicals, other toxic or deleterious materials would not be allowed to enter Into Port Gardner.
- All site lighting used to facilitate nighttime cargo handling operations will continue to be aimed and shielded to minimize potential light and glare impacts on adjoining in-water areas.

Please refer to the project's Draft Biological Evaluation for a more detailed discussion of the measures that will be used to preserve and enhance fish and wildlife by protecting them during the construction of the proposal, especially in regard to the potential effects of pile driving activities.

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 [\[help\]](#)

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.

The construction equipment is powered by diesel or gasoline engines. The completed project will not present any new energy requirement. Most all project related energy needs will involve barge transport and

movements, crane operated mechanical dredging and pile driving equipment, and transport of dredged materials to either open water disposal site or transloading facility.

**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:**

Fuel-efficient electrical and motorized equipment will be used to the extent possible operationally as part of the proposed project. Newer larger vessels that would call on the proposed facility would have more efficient power plants with presumably reduced emissions per ton of cargo shipped.

7. Environmental Health [\[help\]](#)

**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.**

There is a small risk of accidental spillage due of fuels and oils due to equipment associated with dredging and construction actions. These potentially hazardous materials would be subject to local, state and federal regulations and guidance pertaining to their use, handling and storage. No increase to exposure of the materials or risks of fire or explosion is anticipated. The proposed project does not include any new functional or operational activities at the South Terminal Wharf and would not result in the potential for additional environmental health hazards. Dredging has the potential for exposing and handling of contaminated sediment. This risk will be mitigated by the BMPs and monitoring requirements in the 401 Certificate and Water Quality Monitoring Plan to be reviewed and approved by Ecology.

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

The Site is located immediately adjacent to an area with a long history of commercial and industrial use. These uses caused releases of environmental contamination across the upland and nearshore areas at the site. Within or adjacent to the northern portion of the project site sediment sampling characterization as part of the environmental cleanup has found several contaminants that exceed MTCA/Sediment Management Standards sediment screening levels for the protection of human health and ecological receptors including: polycyclic aromatic hydrocarbons (PAHs), chlorinated hydrocarbons, miscellaneous extractables (e.g., dibenzofuran), phenols, phthalates, dioxins/furans, PCBs, and metals.

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.

The Port will ensure that a materials management plan is prepared and implemented if needed for the project that fully addresses procedures and requirements for handling and disposal of contaminated sediment that may be encountered during project construction activities.

Maintenance dredging of contaminated sediment will be completed as a formal MTCA Interim Cleanup Action. This includes development of an Interim Action Work Plan for public review and Ecology approval. In addition, an Agreed Order Amendment or new Agreed Order is required for the Interim Action.

There are no identified underground hazardous liquid or gas transmission pipelines within the project area.

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.

The only toxic or hazardous chemical anticipated to be stored or used during the proposal's development and operating life are the gasoline and diesel storage tanks currently on the site. No changes are proposed to these facilities.

Tugs, barges, cranes, motor vehicles, and equipment used for dredging, pile driving, and other construction activities and subsequent operational purposes will use relatively small amounts of fuels, oils, lubricants, and other petroleum-related products along with small amounts of some other possible toxic or hazardous chemicals for painting, cleaning and maintenance purposes 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.

No large chemical processing activities are proposed as part of this project.

4) Describe special emergency services that might be required.

Due to the potential to handle greater volumes of cargo during a single ship call, the proposed project could create a small increase in the level of potential emergency services already associated with the current cargo shipping activities now occurring at this facility.

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, BMPs and requirements for use, handling, and storage, with the objective of avoiding potential environmental health exposures and hazards.

Potential adverse environmental health impacts associated with pile driving and overwater construction will be avoided and minimized by implementing in-water construction controls and BMPs (see sections 3.a.6 and 5.d of this checklist). This includes implementing spill response procedures and erosion and sediment control measures to avoid discharge of materials to Port Gardner.

No significant adverse effects associated with environmental health hazards that cannot be avoided or minimized are anticipated for the proposed project.

b. Noise

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

The noises that currently exist in the vicinity (vehicular traffic, railroad traffic, marine terminal, marine vessels, and aircraft) would not have an impact on the proposal. Other existing noise sources include, but are not limited to, traffic on West Marine View Drive and Terminal Avenue, activities at nearby industrial and manufacturing sites, 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 construction activity and equipment noises related to dredging, pile driving, and dolphin and fender construction activities. Some nighttime work may be necessary. These short-term construction noise effects will adhere to City of Everett noise ordinances, or variances will be obtained if necessary.

The project 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 project will comply with environmental noise standards set by the State of Washington, WAC 173-60, which establishes limits on the level and duration of noise crossing property boundaries. Temporary construction noise is exempt from state noise limits during daytime hours, per WAC 173-60-050(3)(a).

The project area is zoned for industrial uses and potentially affected sensitive receivers in the project vicinity are residences on the hillsides east (and northeast and southeast) of the project area. It is anticipated that construction activities would be conducted during the daylight hours per Everett Municipal Code. The noise associated with the proposed activity would not be unlike normal noises associated with existing activities at the Terminal. Per EMC 20.08.100(B)(4), noise emanating from marine-oriented construction sites is exempt from the noise code except daily between the hours of 10 p.m. and 7 a.m. when received in a residential area of the city. If circumstances arise that require night work, the Contractor will be required to adhere to all applicable City of Everett noise regulations, including obtaining a variance if needed.

The proposed project will pull existing fender piles and the derelict dolphin utilizing a vibratory hammer resulting in 5 to 10 days of pile demolition activity (35 piles). It will typically take approximately 20 minutes to remove each pile with the vibratory hammer for a total of 12 hours over 5 to 10 days. The project will also require pile driving of approximately 50, HP16 fender piles. Driving new HP16 fender piles utilizing a vibratory hammer could occur over approximately 10 to 15 days (50 piles). Each pile will take approximately 30 minutes to drive for a total of 25 hours over 10 to 15 days. For construction of the falsework on the dolphin trestle, 18, 24-inch temporary pipe piles will be installed and then extracted using a vibratory hammer. Each pile will require 30 minutes to drive and 30 mins to extract for a total of 18 hours over 15 to 20 days.

For construction of new mooring dolphins, 18, 24-inch temporary pipe piles will be installed and then extracted using a vibratory hammer. Each pile will require 30 minutes to drive and 30 mins to extract for a total of 18 hours over 15 to 20 days. Also, for construction of the new mooring dolphins, 8, 12-inch fender piles will be permanently installed by vibratory driving for 3 hours over 2 to 5 days and 18, 24-inch dolphin pipe batter piles will be permanently installed by vibratory and then impact hammer if necessary on a land- or barge-based crane. Driving the dolphin 24-inch open-ended steel piles utilizing a vibratory hammer could occur over approximately 10 to 15 days (18 batter piles). Each pile will take approximately 30 minutes to drive for a total of 9 hours of driving over 10 to 15 days. Proofing these 24-inch open-ended steel piles utilizing an impact hammer and bubble curtain (or equivalent) would occur over an additional 10 to 15 days. Each pile will take approximately 30 minutes including restrikes for a total of 9 hours of impact driving over 10 to 15 days. Overall there will be 67 to 100 days of pile driving with 85 hours of vibratory hammer time and 9 hours of impact time.

The types of noise associated with the operation of the proposal after its completion would likely be similar to the types generated by shipping and cargo handling activities currently occurring at the facility.

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

In addition to typical heavy construction equipment types of noise, pile driving activities on the site will create additional amounts of perceptible noise. The temporary nature of the pile driving coupled with the practice of performing most of the construction activities during daytime hours will minimize the potential for significant noise impacts. All EMC regulations will be adhered to. In the event noise concerns arise, the Port maintains a Noise Compliant Hotline (425-388-0269) that is available 24 hours per day, 7 days per week.

The proposed project would include practices to reduce construction noise. Examples include:

- Using properly sized and maintained mufflers, engine intake silencers, engine enclosures, and turning off idle equipment. Construction contracts would specify that mufflers be in good working order and that engine enclosures be used on equipment when the engine is the dominant source of noise.
- Although safety warning back-up alarms are exempt from noise ordinances they often emit very annoying sounds from construction sites. A construction noise mitigation measure requiring all construction equipment be fitted with ambient-sensing broadband alarms that broadcast a warning sound loud enough to be heard over background noise but without having to use a preset, maximum volume could be implemented. Another alternative that could be implemented would be to use broadband backup alarms instead of pure tone alarms. Such devices have been found to be very effective in reducing annoying noise from construction sites.

- To minimize potential noise related impacts, all piles will be driven with a vibratory pile driver to the extent practical. An impact pile driver will only be used to reach required tip elevations or to proof piles for load bearing capacity. A bubble curtain (or equivalent noise reduction devices) will be deployed for all impact pile driving to reduce waterborne noise. All non-load bearing fender piles at the face of the wharf will be driven only with a vibratory pile driver only.
- During operation of the completed proposal, all cargo handling equipment will be properly maintained to minimize noise generation.
- In the event that noise concerns arise from either the construction or operation of the proposal, complaints can made to the Port's Noise Complaint Hotline (425-388-0269) that is monitored 24 hours per day, seven days per week.

8. Land and Shoreline Use [\[help\]](#)

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 proposal site comprises the area surrounding the Port's South Terminal which is located on the eastern edge of the East Waterway of Port Gardner. The South Terminal berth is a cargo wharf for deep draft vessels loading and off-loading of cargo. The storage, handling, and landward transport of cargo by rail and trucks are also conducted at this terminal. There is a limited amount of commercial land use and an extensive amount of single family and a limited amount multi-family residential housing located east of the terminal, across the BNSF mainline railroad tracks on Rucker Hill and atop the bluffs to the northeast, east and southeast. This area includes a large portion of the Rucker Hill-Port Gardner neighborhood and a small northwest portion of the View Ridge-Madison neighborhood which is located on the bluffs southeast of the proposal area. The potentially affected multi-family portion of the Port Gardner Neighborhood is located just northeast of the proposal area. A portion of Providence Hospital's Everett facilities is located approximately four city blocks east of the proposal area. The project will not have a significant adverse effect on these uses.

A large, currently vacant, waterfront industrial site (formerly the Kimberly Clark paper products mill) is located north of the Port's seaport. Naval Station Everett's Everett homeport is located north and west of the proposal site across the East Waterway. In addition to being a shipping port, Port Gardner Bay is used for fishing, boating, and recreational activities. The project is not anticipated to have any adverse effect on 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?

The proposal site is located at the southern end of the Port's marine terminals on filled tidelands of the East Waterway of Port Gardner Bay and has no history of working agricultural or forest use.

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

The proposal will not affect or be affected by working farm or forest land normal business operations.

c. Describe any structures on the site.

The Port shipping facilities currently consists of four shipping terminals and two piers. The project area is part of the Port's larger international seaport which is used for maritime shipping, cargo handling, and features links to rail and roadway transport networks. South Terminal is a cargo wharf with a deep draft vessel berth for the off and onloading of cargo. The wharf is currently under construction to strengthen its rigidity in preparation of receiving two 100-foot gauge rail mounted gantry cranes suitable for handling oversized and heavy aerospace cargoes.

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

An existing mooring dolphin with approximately 15 creosote treated piles will be removed. Five 35 lineal foot long portions of the existing fender system will be removed. This will include removal and disposal of the existing creosote treated timber chocks and walers, removal and salvaging or disposal of the existing rubber arch fenders, and extraction using a vibratory hammer of approximately 20 of the existing creosote treated fender piles. All creosote treated wood removed during demolition will be disposed of at an upland landfill location and will not be allowed to enter Port Gardner Bay.

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

For the areas that are zoned, 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 upland portion of the site is designated as a liquefaction hazard area by the City of Everett Critical Areas map.

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

No people reside on the proposal site. Approximately 35 to 50 dock workers and Port employees are anticipated to work within the completed project during a ship call at South Terminal. No significant increase or decrease from existing employment levels is expected. The project involves wharf improvements which will generate temporary construction jobs. However, after completion, no new employment associated with the project will occur. These improvements will allow larger draft vessels to use South Terminal and will increase its cargo handling capacity using existing staffing levels.

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 use will not change. The proposed use of the project site as a marine cargo terminal, is an industrial use that is consistent with the current and projected underlying zoning designation as well as the applicable provisions of the Everett Shoreline Master Program, and Everett Comprehensive Plan. The Port of Everett will manage all development activities associated with this proposal in a manner that is fully consistent with the City of Everett's adopted comprehensive plan, shoreline management master program and all applicable development regulations. This will include obtaining a City Shoreline Substantial Development Permit for the proposed improvements.

The more isolated location of South Terminal, further away from most of the Rucker Hill-Port Gardner residential areas than the Port's other marine terminals, also assists in minimizing its potential adverse effects on these sensitive land uses. It is also largely hidden from view from most of these residential areas as well as from most of the northwest portion of the View Ridge-Madison neighborhood located to its southeast. In addition, it is also physically segregated from these residential areas by the BNSF mainline rail corridor, a very high, wooded hillside bluff and the Pigeon Creek ravine in Forest Park.

The collaborative City of Everett and Port of Everett preparation and adoption of a new Marine Port Element that was adopted into the City of Everett's updated comprehensive plan is a new and beneficial measure to promote and maintain improved land use compatibility between the continued operation and expansion of the Port's deep-water marine terminals and the surrounding residential, commercial and industrial land uses in the community. This new plan element implements a 2009 Container Ports Initiative amendment to the state Growth Management Act (GMA) (RCW 36.70A.085). The Port of Everett has also adopted the new Marine Port Element as a component of its Comprehensive Scheme of Harbor Improvements. The implementation of this plan element will work in conjunction with the Essential Public Facilities provisions of the GMA and the Transportation Facilities of Statewide Significance provisions

contained in RCW Title 47 to facilitate the needed and reasonable continued operation and expansion of the Port's strategically important deep-water marine port facilities.

In summary, appropriate use of the above described mitigation measures along with many others referenced in this checklist should ensure the proposal's compatibility with existing and projected land uses and plans. Even more specifically, proper use of these measures should minimize the potential adverse environmental effects related to this proposal to an acceptable level for all of the other properties within its vicinity, including all of the nearby residential and recreational areas.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

No agricultural or forest lands of commercial significance will be impacted by the proposal.

9. Housing [\[help\]](#)

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 [\[help\]](#)

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

No significant new buildings or building additions will be constructed as part of this proposal. The top deck of the new dolphins are anticipated to be at or above +18.2 feet MLLW elevation, which is approximately the same as the existing deck elevation at the upland terminal.

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

Land and/or barge mounted crane(s) will be utilized for certain pile driving and dredge operations during the construction of the proposed berth improvements. The construction crane(s) may temporarily have a modest impact on views across the site; however, they will be removed upon project completion. Views in the immediate vicinity will not be permanently altered or obstructed.

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

None proposed.

11. Light and Glare [\[help\]](#)

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

The project will not significantly alter existing light or glare conditions at the project site because the same types of cargo handling operations now occurring at the site will continue with very similar lighting requirements. Tall, pole mounted lighting fixtures currently provide shielded illumination of South Terminal during nighttime cargo handling operations. A modest increase in nighttime cargo handling operations because of increased use of the improved wharf by cargo vessels could generate a small increase in the duration of light and glare for nearby potentially sensitive offsite receiving areas. The U.S. Coast Guard has determined that a flashing navigation light will be required on the southernmost new dolphin in order to assist mariners with nighttime navigation.

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

The lighting associated with nighttime cargo handling operations at the improved berth will continue to be properly directed and shielded to avoid any safety hazard or significant view interference for potentially sensitive offsite receiving areas.

No significant increases in lighting at the South Terminal are included in this proposal. Any future lighting improvements will be evaluated for their potential to create potential adverse offsite environmental effects and necessary mitigation as part of a future environmental review and permitting process.

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:

As previously stated above, no significant additional lighting at South Terminal is proposed at the present time. Additional lighting to support nighttime cargo handling operations was installed at the Port's marine terminals in 2012. This lighting project provided improved lighting while also reducing existing offsite lighting impacts by including new fixtures that can be individually aimed, shielded and pointed down where needed to protect potentially sensitive offsite receiving from unwanted light and glare. Previous SEPA reviews addressed lights on the proposed gantry cranes that have yet to be procured by the Port.

Any future lighting improvements at the South Terminal, will be evaluated under separate environmental review. Energy saving lighting features will also continue to be employed to reduce lighting on the site to the minimum level essential for safety or site security when nighttime cargo operations are not occurring.

12. Recreation [\[help\]](#)

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

There are several recreational opportunities immediately abutting the project site and several more in the general vicinity. The site itself is a fenced and restricted industrial cargo facility. A Federal Government issued Transportation Workers Identification Credential (TWIC) card or escort by authorized personnel is required for entrance in compliance with both Port and federal security requirements. The nearest recreational opportunities include a portion the Pigeon Creek Trail, which is a paved pathway that runs approximately 0.63 miles along the east side of the proposal site and the other marine terminals, and a public viewpoint with beachfront access to Port Gardner which is connected to this trail. This viewpoint abuts the Pigeon Creek No. 1 ravine portion of the City of Everett's Forest Park just to its south. The closest informal recreational opportunity is located immediately to the south of the proposal site along extensive portions of the beachfront and tidelands of Port Gardner. The public beach area along these tidelands is being evaluated as part of the overall cleanup action. A public boat launch, and shoreline parks are located between 1.4 and 2.0 miles to the north on the west side of West Marine View Drive. It should be noted that the East Water Way is a naval restricted area prohibiting entrance of the restricted waterway without prior written permission from the Commanding Officer of Naval Station Everett (reference 33 CFR 334.1215).

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

No recreational opportunities will be displaced by the proposed project.

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

The construction of the proposed improvements could create some temporary, minor adverse impacts on users of the abutting trail and/or shoreline viewpoint/beachfront access area as a result of noise and air emissions created by the proposal's large-scale construction and pile driving equipment. However, appropriate use of the significant number of air and noise mitigation measures proposed in sections B. 7.b (3) , should result in the reduction and control of these potential adverse impacts to an acceptable level.

The project is not anticipated to create any significant long-term impacts on recreation opportunities in the vicinity. However, substantial funds expended by the Port of Everett on behalf of this project will assist in implementing projects contained in the City of Everett's Shoreline Public Access Plan. Consistent with Port Commission policy as embodied in resolution 751, the Port will do this by making a financial contribution to the City's Shoreline Public Access Fund based on a percentage of the project's total engineer's construction cost estimate.

13. Historic and cultural preservation [\[help\]](#)

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? If so, specifically describe.

No known local, state, or federal listed historic or cultural buildings, structures, or sites are located on or near the project 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 project area since most all work will be conducted in subtidal areas of Port Gardner. Regarding past projects in the general vicinity, the Tulalip Tribes have indicated through previous communication that there was a long house along the bluff near the Pigeon Creek viewpoint beach area to the east and south of the project site.

It should also be noted that Port Gardner is a Treaty-protected "usual and accustomed" fishing area for the tribes. Fishing by tribal members in these areas is a right granted by past federal treaties and subsequent federal court decisions. Treaty fishing is an ongoing activity and baseline conditions must be preserved in order to protect fish.

- 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.**

The Tulalip, Suquamish, Lummi, and Swinomish Tribes , as well as DAHP will continue to be consulted regarding potential impacts to cultural resources. Based on a review of existing boring logs, the site has significant anthropogenic fill thicknesses and the native geologic layer is anticipated to be greater than approximately 15 feet below ground surface elevation. As a result, no culturally sensitive materials are expected to be encountered as part of this project.

- 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 project site is low since the present industrial facility consists of filled upland area, with the majority of fill placed in former aquatic area of Port Gardner. In the event of discovery of any previously unknown item of possible archaeological or historic interest occurs during project work, construction must stop immediately, and notification must be provided to the City of Everett, the Tulalip, Suquamish, Lummi, and Swinomish Tribes , Washington State DAHP, and the Corps of Engineers of such a discovery. A professional archeologist shall be consulted and must inspect and evaluate the discovery. The Corps of Engineers shall initiate the specific federal and state coordination required to determine if the discovery warrants a recovery effort. An inadvertent discovery plan will be incorporated into the MTCA-required Interim Action Work Plan consistent with previous and ongoing MTCA cleanup and investigation activities.

14. Transportation [\[help\]](#)

- 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.**

Direct access to the project site is provided by Terminal Avenue via an overpass connection (over BNSF tracks) which provides direct access to Everett Avenue, a major east-west city arterial and to West Marine View Drive, which is also a designated state highway. West Marine View Drive also connects with the Pacific Avenue/Rucker Avenue/41st Street corridor, which leads to Interstate 5. Terminal Avenue also directs traffic to and from all of the Port's marine terminals through a manned security entrance gate at the north end of the terminals.

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 project 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?

This project is not anticipated to have any effect on parking spaces.

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.

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

Yes. A dredge barge, dredged material barge, bottom-dump disposal barge, and other water craft, or any combination thereof, could be used to construct various berth improvements, deliver construction materials, complete the dredging, and remove dredged materials from the proposal site. The project is also located immediately adjacent to the BNSF mainline. This mainline will not be affected by construction of the project. For sediment that requires upland disposal at a permitted landfill barges will transport contaminated sediment from the dredge site to an offload facility. Once upland, the sediment will be loaded into containers for rail transport and disposal at an appropriate landfill facility.

The Port's Marine Terminals include facilities that are classified as being of statewide significance because they serve as an important component of the regional and international marine shipping network. The proposal will continue to use marine cargo vessels and railroad modes of transportation on a long-term basis. Increasing the berth depth at South Terminal will better accommodate newer, larger cargo vessels which are capable of carrying more cargo per trip. Because the amount of cargo handled by the Port is expected to remain the same, it is reasonable to assume that fewer ships would be necessary.

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?

No additional vehicular trips per day will be generated by the completed project. Peak commercial vehicle volumes would be associated when cargo is on/offloaded during a vessel call.

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:

All trucks entering and leaving the Port's Marine Terminals will continue to be required to use designated arterial corridors designated by the City of Everett for trucks and freight and avoid the use of local streets. Port security staff will continue to monitor the volume of truck traffic passing through the main Terminal Avenue gate for the marine terminals. Spur rail line improvements connecting with the BNSF main rail corridor will also create the opportunity to move a greater percentage of cargo shipped to and from this terminal by rail instead of by highway in the future.

15. Public Services [\[help\]](#)

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 significant increase in public services related to temporary construction activities is anticipated. A modest increase in long-term fire and emergency services may result as a result of expanded cargo handling and related vessel operations at the upgraded terminal.

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

Proposed measures to reduce and control any direct impacts on public services will include ensuring that construction and operation of all South Terminal wharf improvements will be done in full compliance with all applicable city, state and federal building, safety and environmental codes and standards and also with the Port's own BMPs for safety and environmental protection.

16. Utilities [\[help\]](#)

a. Circle utilities currently available at 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.

None needed.

C. Signature [\[HELP\]](#)

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 LAURA M. GURLEY

Position and Agency/Organization Planner, Port of Everett

Date Submitted: 10/29/18