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.

A. Background

This SEPA Checklist is being prepared pursuant to WAC 197-11-250 (SEPA/Model Toxics Control Act (MTCA) Integration) and the requirements of WAC 197-11-253 through 197-11-268 to integrate the procedural and documentary requirements of SEPA and MTCA to reduce duplication and improve public participation.

The Site was first developed in the late 1800s/early 1900s. From 1931 to 2012, it was used primarily for pulp and paper manufacturing; other uses included bulk petroleum storage operations and sawmilling. All manufacturing operations at the facility ceased in April 2012 and the mill and former structures have since been demolished with the exception of the former distribution warehouse. Thus, the Site has a long history of industrial use that has resulted in various forms of residual environmental contamination to both upland soils and sediments in Gardner Bay. Much of this contamination has been addressed through previously through Agreed Order DE 9476 between the Department of Ecology (Ecology) and Kimberly-Clark Worldwide (K-C).. Also as explained below, one of the primarily purposes of the currently proposed MTCA 3rd Interim Action and related Maritime Industrial Expansion is to address residual upland soil contamination that remains at the site. See Section 7 for a detailed description of remedial actions taken to-date.

1. Name of proposed project, if applicable:

Model Toxics Control Act (MTCA) Interim Action and Maritime Industrial Expansion (MIE) at Norton Terminal. The Project includes two interrelated proposed actions at the Port of Everett (Port) -owned site referred to by the Washington State Department of Ecology (Ecology) as the Kimberly-Clark Worldwide (K-C) Site (Facility/Site ID 9) in Everett, Washington:

- An Interim Cleanup Action under MTCA.
- A Port MIE development.

The project location is depicted in Figure 1. All figures referenced herein are located in Attachment A to this checklist.

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:

March 2021

5. Agency requesting checklist:

Port of Everett (Port)

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

The Project includes two primary actions: 1) A MTCA Interim Action (3rd Interim Action), and 2) the development of the MIE Action. These two actions are complementary and interrelated.

April 2021 through December 2023: Perform a MTCA interim cleanup action that involves installation of a low-permeability cap to reduce stormwater infiltration through contaminated soil to improve groundwater quality and contain some of the areas of residual soil contamination remaining on the upland portion of the K-C Site (Site). This interim action is being conducted to expedite the cleanup action for the Site and will be designed to be consistent with future requirements for the final Site cleanup. Remaining areas of the Site with residual soil contamination that are not capped as part of this interim cleanup action will be addressed under the final cleanup action for the Site.

The Port MIE Action includes the development of the Site into a secure marine cargo terminal (named the Norton Terminal) on approximately 34 acres of the upland portion of the Site, while preserving the existing docks and waterfront for future maritime expansion. However, there may be interim use of the barge dock or other docking facilities if they are deemed usable. Areas of the Site where a low-permeability cap is required for the MTCA Interim Action will be integrated with the MIE Action.

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

The portion of the cleanup that will be conducted concurrent with the MIE Action involves a 3rd MTCA Interim Action, which will be implemented pursuant to an amendment to the existing

Agreed Order (Order DE 9476). The Port will be added as an additional party to the Order which currently includes K-C and Ecology. Future activity that will be conducted under the Order following completion of the 3rd Interim Action will include the completion of the remedial investigation and feasibility study (RI/FS) and preparation of a draft cleanup action plan (CAP). The final CAP for the Site will be implemented under a separate legal mechanism involving Ecology and the potentially liable persons (PLPs).

The Port may conduct additional environmental reviews in the future. Such additional environmental review could include project-specific evaluations if significant new terminal facilities or improvements at the Site are proposed. Future projects on this Site could include infrastructure investments, projects by third-parties on future leasehold areas, or other improvements. Subsequent environmental review(s) will be consistent with SEPA's requirements and will be dependent on the nature of the proposed action.

The Port is focused on developing a flexible design that will accommodate future projects for which timing and funding are currently unknown. Some potential future projects are listed below. Projected locations for these projects are depicted in a Potential Future Uses map (see Figure 2).

Other Site-related cleanup documents that will be prepared in the future include: RI/FS Report, Draft CAP, and the Final CAP, which may be incorporated by reference pursuant to WAC 197-11-600 and 197-11635.

1. *Future Snohomish County Public Utility District (PUD) Substation*—A portion of the Site located in the northeast corner adjacent to Norton Avenue is being set aside for the development of a future PUD substation. The Site will be accessed directly from Norton Avenue. The Port will install security fence on the south and west sides of the future substation location. The future substation location will not be paved as part of this phase of the development, and its future development will be completed by the PUD sometime around 2024.
2. *Existing PUD Substation* –An existing PUD substation located along the Site's west side, near the north end, will be demolished after the future PUD substation is operational in approximately 2023. Following demolition, the former substation area will be capped with pavement for use as a cargo terminal area as part of a future phase of Site development.

3. *Future Rail Siding*—As part of the current design effort, a rail corridor is being defined to allow for future railroad access to Norton Terminal. A conceptual two-track rail alignment is being considered and its construction would be part of a future phase of the Site development. Construction of the cargo yard in this area would be designed to accommodate the future addition of these railroad tracks off the Burlington Northern

Santa Fe Railway (BNSF) right-of-way with minimal impact to yard elevations and utilities.

4. *Re-use of Existing Warehouse*—The existing warehouse and immediate area surrounding the building located at the southern end of the Site just off Federal Avenue is not part of this development phase. The multi-story warehouse building (covering a footprint of approximately 132,000-square-feet) may be leased out entirely or in part. Approximately 4.5 acres of the Site north of the building would potentially be made available to the warehouse user(s). An additional approximately 1.1 acres is being set aside as an optional lease area if it is not otherwise required to allow for the future railroad siding installation. Access to the warehouse area will be shared with the Norton Terminal from Federal Avenue. The Port will construct security fencing surrounding the area as part of the Norton Terminal development. Under this proposed action, no paving or utility work will be done by the Port in the warehouse lease area.
5. *MTCA Final Cleanup Action*—The specific requirements of the final cleanup action for the Site have not been determined at this time but will be incorporated by Ecology into the final CAP. It is anticipated that areas of the Site with residual soil contamination that are not paved as part of this project or covered by buildings, may be required to be paved as part of the final cleanup action. Portions of the future PUD substation may also be paved, subject to the operational requirements and limitations established by the PUD.
6. *Maritime Use Lease Area*—A portion of the northwest corner of the Site has been reserved for a future maritime user to operate. Once an operator is identified and a plan proposed, the proposed action will be subject to review consistent with the requirements of SEPA.
7. *Future Rehabilitation and Use of Existing Dock Structures*—The existing dock, floating barge dock, and ramp will be rehabilitated for future maritime use. Other dock uses may include use as a lay berth, fishing fleet home porting, or other maritime uses. At this time, the condition of the barge dock and ramp is being evaluated to determine the level of usability as well as the extent and nature of work that might be required to use the dock. There may be interim use of the barge dock or other docking facilities if they are deemed usable. Also, there is known sediment contamination within the areas of the dock structures which will need to be addressed as part of the East Waterway MTCA Cleanup Site (FS ID 2733) should improvements be proposed that would involve sediment disturbance. As a result of funding constraints, timing of use of these docks is not known, but the upland layout of the Site is being designed to accommodate their future use.
8. *Public Access Element*—As part of the Port's two (2) percent contribution for Public Access program, an off-site project will be chosen in coordination with the City of

Everett. Separate environmental review will occur once the public access project is determined.

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

The MTCA Interim Cleanup Action and Port MIE Action will include the following documents related to the MTCA Interim Action and the MIE Action which are incorporated by reference.

MTCA Interim Cleanup Action

- Second amendment to Order DE 9476, including the scope of work and schedule of deliverables for the 3rd Interim Action.
- Interim Action Work Plan (IAWP; 3rd Interim Action)
- Soil and Groundwater Management Plan (to be submitted as an exhibit to the IAWP)
- 3rd Interim Action Report
- Early Action Preload Memorandum (to be provided as appendix in the IAWP)
- Cultural Resources Inadvertent Discovery Plan
- Stormwater Pollution Prevention Plan (SWPPP)

Port MIE Action

- Marine Terminal Master Plan Addendum (Port of Everett), Appendix E, November 2020
- US Maritime Administration (MARAD) National Environmental Policy Act (NEPA) Decision
- Biological Evaluation, prepared by Landau Associates, Inc., January 12, 2021
- Lighting Plan
- Basis of Geotechnical Design Preliminary Design Technical Memorandum, prepared by Landau Associates, Inc., June 29, 2020
- Draft 60 Percent Geotechnical Design Report, prepared by Landau Associates, Inc., December 4, 2020
- Final Geotechnical Design Report
- Geotechnical Design Preload Technical Memorandum
- Traffic Report, prepared by Gibson Traffic Consultants, Inc., February 9, 2021
- Preliminary Drainage Report, prepared by KPFF Consulting Engineers, January 5, 2021
- Final Drainage Report
- SWPPP
- Security and Public Safety Plan (coordinated with Naval Station Everett)
- High-Tide Line Determination Letter issued by US Army Corps of Engineers (USACE), January 28, 2021

Also please note the following Port SEPA environmental checklist evaluated aspects of proposed redevelopment and environmental cleanup and is incorporated herein by reference:

- Port of Everett Environmental Checklist—South Terminal Modernization, Phase 2, June 2016

Please contact Laura Gurley at (425-388-0720) or LauraG@portofeverett.com to review environmental information relating to the proposed project.

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.

There are no known applications for approvals or other proposals associated with the properties affected by the proposed project.

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

The MTCA Interim Action and the MIE Action are interrelated and will be implemented concurrently. As a result, some of the permits and approvals will address both of these actions. At this time, anticipated permits or approvals that address both actions are presented in both of the following lists, but will be prepared as single documents.

MTCA Interim Cleanup Action

- Interim action work plan for the MTCA 3rd Interim Action (Ecology)
- National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit (Ecology)
- Grading Permit (City of Everett) Substantive Requirements
- Shoreline Master Program (City of Everett) Substantive Requirements
- SWPPP

- Section 7 Endangered Species Act (NOAA Fisheries/US Fish and Wildlife Service)
- Section 10 Rivers and Harbors Act/ Section 404 Clean Water Act (USACE)
- Treaty Tribe consultation, associated with federal permit review and state 05-05 requirements
- Section 106 of the National Historic Preservation Act (MARAD or USACE)
- Coastal Zone Management Act Consistency (USACE or Ecology)

Port MIE Action

- NEPA compliance (MARAD)
- Section 106 of the National Historic Preservation Act (MARAD or USACE) Section 7 Endangered Species Act (NOAA Fisheries/US Fish and Wildlife Service)
- Section 10 Rivers and Harbors Act/ Section 404 Clean Water Act (USACE)
- Treaty Tribe consultation, associated with federal permit review and state 05-05 requirements
- Coastal Zone Management Act Consistency (USACE or Ecology)
- Hydraulic Project Approval (Washington Department of Fish & Wildlife)
- Shoreline Master Program (City of Everett)
- Public Works Permit (City of Everett)
- NPDES Construction and Industrial Stormwater General Permits (Ecology)
- SWPPP

It should be noted that the elements of the Project that are related to the MTCA Interim Action are exempt from obtaining state and local permits, although the substantive requirements of state and local permits must be met. The Port will work with local and state agencies to confirm that all substantive requirements are met.

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 Port is proposing the MIE Action at the K-C MTCA Site, while at the same time conducting a third MTCA interim cleanup that integrates with the MIE Action plans (collectively, "the Project"). The Port's goal is to revitalize the currently unused KC Site to create conditions conducive to diverse economic development and reuse of the Site following the completion of K-C's second MTCA interim cleanup action as required by Ecology. As shown in Figure 1, this Project is located adjacent to and just north of the Port's main Marine Terminal facilities in the City of Everett, and its redevelopment will increase the Port's existing cargo handling capabilities and maritime uses. The MIE Action includes development of the Site (named the Norton Terminal) into a secure marine cargo terminal on approximately 34 acres of the Site.

The MTCA 3rd Interim Action includes following goals:

- Expedite cleanup of the Site,
- Reduce surface water infiltration through residual soil contamination that could be mobilized into groundwater by surface water infiltration,

- Prevent wildlife exposure to residual soil contamination, and
- Integrate Site infrastructure improvements and cleanup elements to ensure consistency with future Site use and for long-term protection of human health and the environment.

As currently envisioned, the 3rd Interim Action will include, but is not limited to, the following elements:

- Construction of a low-permeability cap over approximately 32 acres consisting primarily of low-permeability pavement materials to further reduce surface water infiltration and to prevent exposure of terrestrial ecological receptors.
- Fill importation (approximately 7,000 cubic yards [cy]), grading and compaction associated with areas required to have a low-permeability cap to: 1) increase elevation of the Site to be protective of anticipated sea level rise, 2) provide stormwater drainage, 3) reduce surface water infiltration, and 4) support construction of the low-permeability cap on those areas that have residual soil contamination above cleanup standards.
- Installation of subgrade and interim above-grade utilities (power, water, stormwater, sanitary sewer, etc.) to support stormwater treatment and conveyance, minimize future disturbance of the cap, as well as other potential cleanup action elements where a cap is required to contain contaminated soils. The stormwater system is directly related to the interim action.
- Installation of new perimeter security fence which will be required as part of the proposed existing pavement demolition and installation of the proposed low-permeability cap. The fence will also meet Homeland Security requirements.
- Reconstruct existing outfalls A and M for discharge from the new stormwater system.
- Management of contaminated soil and groundwater during construction of subgrade utilities in accordance with an Ecology-approved Soil and Groundwater Management Plan (SGMP), and other soil and groundwater characterization testing as required by Ecology. From a regulatory perspective, the majority of the soil and groundwater subject to the SGMP is part of the K-C Upland Cleanup Site. A relatively small amount of potentially contaminated shoreline armor rock and sediment will be removed as part of the reconstruction of the stormwater outfalls, which will also be described in the SGMP. Note, the shoreline material is associated with the East Waterway Cleanup Site, but the work is being done incidental to the upland interim cleanup action in coordination with Ecology.

Because of the related nature of the proposed actions, the MTCA Interim Action and MIE Action elements of the Project will not be differentiated through the remainder of this checklist, except where it is necessary for a proper understanding of these two actions.

The MIE Action at the future Norton Terminal includes:

1. *Site Grading and Paving*—Approximately 7,000 cy of suitable clean fill material will be imported, placed, and compacted to build up the Site elevations for the designed subgrade in line with the contour elevations that resulted from the K-C crushed material removal project (regulated by the Snohomish Health District) and separate MTCA 2nd Interim Action cleanup. The resulting K-C cleanup elevations vary from about +17 feet (ft) mean lower low water (MLLW) along the west side of the Site to +21 ft along the east

side of the Site. Once design subgrade elevations are met, identified portions of the Site will be covered with a pavement section designed for the anticipated heavy industrial cargo that will also prevent surface water infiltration as part of the 3rd Interim Action. Generally, the Site's finished grade will be raised several feet higher than existing as part of the MIE Action and is anticipated to range between approximately +17 ft to +23 ft MLLW. This elevation range accounts for both capping material being added to the Site and designing to accommodate anticipated sea level rise.

Because low-permeability surfaces required under the 3rd Interim Action (to contain areas with residual soil contamination) must be compatible with future Site uses, the pavement will be designed to support the large wheel loads produced by the Port's container and cargo handling reach stackers and storage of heavy cargo similar to the Port's current marine terminals. However, it is anticipated that not all areas of the Site will be paved initially, and some areas may remain as gravel until the entire Project area can be paved and the final MTCA cleanup action is selected by Ecology. Certain areas of the Site where heavy equipment will not operate may be built up to near final grade elevations with thinner pavement sections or other low-permeability system, as needed, to meet the requirements of the 3rd Interim Action or the final cleanup action selected for the MTCA Site by Ecology.

2. *Longshoreman Facility* – The Project is anticipated to include two portable trailers to serve as a longshoreman restroom, shower, lunchroom, and office facility. Total approximate square footage of these trailers is approximately 800 square feet.
3. *Washpad* – An approximately 60-ft-wide by 120-ft-long concrete pad will be constructed for the purpose of washing cargo items and Port equipment. In order to accommodate cargoes of various heights, the washpad will not be covered by a roof. The washpad will be developed with a stormwater diversion system. During periods when the wash pad is not in use, stormwater runoff will be routed by gravity to the Site's water quality treatment system. During periods when the washpad is in use, a valve to the storm drain system will be closed and wash water will be diverted to the City of Everett sanitary sewer system.
4. *Cargo Container Containment Area* – An approximately 41-ft-wide by 141-ft-long asphalt pad will be constructed for cargo container containment. The containment area will be surrounded on three sides by a curb with a topographic grade break along one side to allow reach stacker ingress and egress. A security fence will surround the facility. Stormwater runoff will be routed to the Site's water quality treatment system. In the event of a leak from a container, a valve in the storm drain system will be closed and the leak will be contained on the pad. The leak will be cleaned up by a vactor truck, or other appropriate methods, and disposed of at an appropriate facility.
5. *Utilities*—Because this is a brownfield site with subgrade foundations remaining in place from the previous site use, certain measures will be required to minimize the potential for

encountering subsurface obstacles. For example, utilities, pipelines, and electrical duct banks are planned to be designed and constructed to address the subgrade conditions. Site design may include use of utility corridors to consolidate locations of several types of utilities. Anticipated individual utility systems are discussed in more detail below:

A. Stormwater – As currently envisioned, the Project stormwater will be handled by a series of collection infrastructures (longitudinal concrete gutters and trench drains that will be connected to a high-flow bypass vault, as well as catch basins and buried piping). Stormwater treatment for the entire Site is planned to be handled at two points. Near the northwest corner of the Site, the Port will install an aboveground stormwater treatment system that will handle the majority of runoff from the Site and provide treatment to meet anticipated Industrial Stormwater General Permit (ISGP) requirements. Details on the treatment system are described below. The current plan calls for stormwater to be pumped from the trench drain system into the treatment system and then discharged into an existing stormwater outfall for discharge (Outfall M). The existing outfall is anticipated to require replacement because of its condition and size, and the expectation is that it will be replaced in its existing location. A small portion of the south end of the Site will drain to an existing catch basin that will be fitted with a stormwater treatment cartridge system, from which stormwater will be discharged through an existing outfall (Outfall A). This outfall is also anticipated to require replacement because of its condition and the expectation is that it will be replaced in close proximity to its existing location. There are six existing outfalls on the Site that range in size from 10 inches to 54 inches in diameter. Four (4) of the outfalls have been decommissioned as part of the 2nd Interim Action. By reducing the Site's total number of outfalls from six to two, the replacement outfalls will require an increase in size. The current plan is as follows: Outfall A, a 10-inch outfall at the Site's south end, will be replaced with an 18-inch outfall; and Outfall M, a 21-inch wood-stave storm drain that transitions to a 12-inch polyvinyl chloride (PVC) outfall, will be replaced with a 36-inch outfall. The outfalls will be high-density polyethylene (HDPE) casing pipe around aluminum corrugated metal pipe at the shoreline. The casing pipe will protect the outfall pipe from direct riprap and rockery point loads. Riprap energy dissipation pads will be installed at the end of each outfall. Installation of Outfall A will occur over 120 square feet of shoreline below the high-tide line (HTL). Installation of Outfall M will occur over 420 square feet of the shoreline below the HTL. The total runoff volume discharged to the East Waterway is not anticipated to change from the former K-C-developed site conditions, which is based on nearly 100 percent impervious surface conditions. Stormwater management is an integral part of the Project including areas requiring a low-permeability cap to contain contaminated soil as part of the 3rd Interim Action. Effective stormwater management will minimize the potential for contaminant transport to adjacent

surface water, reduce surface water infiltration through areas of the MTCA Site that have residual soil contamination, and improve groundwater quality prior to its discharge to surface water.

i. Water Quality Treatment – The water quality treatment of stormwater runoff will be provided by an aboveground Chitosan-Enhanced Sand Filtration (CESF) system. CESF is an Active Treatment System that actively monitors the effluent sending it back through the system if it does not meet discharge requirements. The CESF allows for other additives to be used to remove targeted pollutants such as heavy metals and to adjust pH levels for discharge to sensitive receiving waters. CESF systems consist of storage tanks, pumps, and filtration vessels. CESF systems have received General Use Level Designation (GULD) from Ecology for Enhanced Treatment of industrial sites such as the MIE Site. These systems can remove a wide range of heavy metal-influent concentrations as well as total suspended solids. The treatment system will be sized for the entire upland area (approximately 39 acres) with exception of the future PUD substation site which will be developed by the PUD. The aboveground system dimensions are approximately 4,500 square feet with components up to approximately 9 ft tall.

   Because of topography constraints and the need to keep utilities shallow to avoid belowground foundations and obstructions, area small area to the south cannot drain by gravity to the CESF system, so a standalone system is proposed. The cartridge stormwater treatment system proposed to treat runoff in the Outfall A basin uses rechargeable, media-filled cartridges to absorb and retain pollutants from stormwater runoff. Filter cartridges are placed in belowground structures such as specially designed catch basins, manholes, or vaults. Stormfilter systems have received GULD from Ecology for 'Basic' water quality treatment and Conditional Use Level Designation (CULD) for enhanced heavy metal treatment requirements. A level of 'Basic' treatment is anticipated for the south gate area of the Site.

ii. Flow Control – Stormwater flow control is not required for the Project because the Site's runoff will discharge directly to the East Waterway following the required treatment.

B. Water – Water distribution and fire protection will include a new looped water system to support both fire protection and domestic water service. The system will be tied into the existing City of Everett water supply system at the south end of the Site at Federal Avenue, run north to near the future PUD substation site, and then run back out to connect to the existing City of Everett waterline on

Norton Avenue. Appropriately sized water meters and service lines are planned to serve individual tenants. These service lines will provide water to temporary or permanent structures that may be placed on the Site (such as the washpad, longshoremen restrooms or breakrooms), other maintenance or operations requirements, and provide irrigation to potential landscaped areas. Temporary water service may also be provided to the barge dock if interim use of the barge dock is deemed usable. An existing 6-inch water main in Federal Avenue will be replaced with a 12-inch main that will extend to the Site. Existing fire hydrants and water services along Federal Avenue will be reconnected to the new main. Fire hydrants constructed to City of Everett standards will be provided on the Site for fire protection. These hydrants will be located adjacent to the high mast area lighting foundations and protected from damage from industrial activities with protective bollards.

C. Sanitary Sewer – Sanitary sewer service will be supported by two to three sanitary sewer lift stations (typically constructed with low-horsepower sewage grinder pumps), at various locations on the Site. Sanitary sewer force main pipes will connect to existing City of Everett manholes to the south at Federal Avenue (or potentially to the north at Norton Avenue).

D. Electrical and Communications – Electrical service will be provided by the PUD via existing overhead lines at the northeast corner of the Site. New 15-kilovolt (kV) service equipment will be installed at the north end of the Site near the entrance gate off Norton Avenue. Power distribution will be via an underground conduit duct bank system with numerous precast vault structures that will serve the Site lighting and other electrical infrastructure, and will generally run south on the Site and terminate near Federal Avenue. Step-down transformer substations and distribution panels will be installed on the Site to provide three-phase 480-volt and 120-volt single-phase power for area lighting, entrance gate lighting, security cameras, guard shack, water service hot boxes, and lift stations for both stormwater and sanitary sewer. Temporary power may also be provided to the barge dock if interim use of the barge dock is deemed usable. Spare power conduits in the main duct banks and side lateral power conduits from the electrical vaults will be provided to allow future expansion of the electrical system. Electrical power will be needed to support operation and maintenance of the stormwater treatment system(s), which are considered an integral part of the 3rd Interim Action.

Communication conduits and vaults will be provided as part of the main electrical duct bank network. Communication conduit will be installed from the communications vaults to the various Site security camera locations, gate locations, and other structures. Fiber optic cable will be installed to serve the Site security cameras and other communication needs, connecting to the Port's

current communications and security network near Federal Avenue. Communication systems may also be needed to support future cleanup action elements, which are considered an integral part of the 3rd Interim Action.

6. *Lighting* – Lighting will be provided by Light-Emitting Diode (LED) light clusters mounted on high-mast poles set on concrete protective foundations. The main terminal lighting system will generally be arranged in three rows of poles running from the north to the south with one or two strategically located lighting transformers to feed the lighting system. The majority of light poles are anticipated to be 75 ft tall and spaced approximately 300 ft apart. It is anticipated that the north and south gate areas will be illuminated by shorter 30-ft tall light poles. Lighting will be directionally controlled and shielded to avoid spillover to neighboring properties.

7. *Security*—The Norton Terminal will be a federally secure restricted area and access will be controlled with security fence and gates that meet US Department of Homeland Security standards.

   Approximately 4,500 lineal feet of 8-ft-high chain-link fence with a top guard of three strands of barbed wire will be erected along the Site boundaries to maintain terminal security. Appropriate signage will be installed at regular intervals along the fence stating that the area is restricted, and only authorized personnel may enter the Site.

   A guard shack will be provided at the entrance at Federal Avenue. The guard shack will be approximately 240 square feet, and utilities to be provided to the guard shack will include water, sewer, power, and communications.

   The Site will be under constant surveillance by closed-circuit television (CCTV) cameras. The cameras will be mounted on approximately ten 30-foot tall utility poles located throughout the site.

   Security fencing is considered an integral element of the 3rd Interim Action for vector control and to prevent direct human contact with residual MTCA Site contamination.

8. *Cargo Gateway* – Cargo movements between the existing terminal to the south and the proposed Norton Terminal to the north will occur on or adjacent to Federal Avenue. Several options for the cargo gateway are under consideration including the following: a) a secure gateway that utilizes Federal Avenue through an agreement with the City of Everett that allows the Port control of the Federal Avenue right-of-way; b) a non-secure gateway that utilizes Federal Avenue and may involve an agreement with the City of Everett, or; c) a secure gateway on Port property, adjacent to the west side of Federal Avenue. The secured cargo gateway options would be surrounded by a combination of gates and fences that can be opened and closed to provide a federally secure, continuous access lane between the terminals. The gateway options will also provide non-secure access to the Port's existing tenants as necessary.

9. *Landscaping* – Landscaping specifics remain under consideration, which include integration of City of Everett requirements with Project operations requirement and the Interim and Final MTCA CAP. Certain landscaping elements may be subject to future cleanup actions under the MTCA Final CAP which has yet to be defined. Any areas of landscaping will meet soil cleanup standards identified for the final cleanup action for the K-C MTCA Site.
10. *Optional or Future Terminal Operations Support Elements* – Port operations may require installation of truck scales and other elements that support the operations of a shipping terminal. These elements and their supporting utilities will be incorporated at such time as they are identified as terminal operations evolve.

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

The Site is located at 2600 Federal Avenue in the City of Everett, Snohomish County, Washington; Township 29N, Range 5E, Section 19, W.M.. The following figures are provided in Attachment A:

- Figure 1 – Vicinity Map
- Figure 2 – Conceptual Future Uses Map
- Figure 3 – Third Interim Action Site Diagram
- Figure 4 – MTCA Interim Action and MIE Site Plan

The project is composed of the following Tax Parcels:

K-C MTCA Site Parcels: 29051900201500, 29051900200900, 29051900201000, 29051900300100, 29051900300200, 29051900300201, 29051900201100, 00597761803000, 00597761801000, 00597761800600, 00437461700200, 00597761800102, 00597761803901.

Port Parcels North of the Railroad Tracks/Adjacent to Norton Avenue: 00437455701600, 00437455701302, 00437455701301. These parcels may be used for landscaping purposes.

B. Environmental Elements

1. *Earth*

a. General description of the site:

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

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

The Site is relatively flat, with steepest slope of less than 2 percent. The shoreline banks are steeper armored slopes.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The site has a long history as a wood processing facility, which is described in Section 7. Dredge fill, consisting of silt and sand, wood waste from historic wood products manufacturing operations, and other fill material occurs on the Site. Throughout most of calendar year 2020, the Site was undergoing cleanup as the 2nd Interim Action under Agreed Order DE 9476 between the Ecology and K-C. Crushed demolition debris was removed and replaced with clean, sandy fill concurrently with the 2nd Interim Action. As part of those actions, the Site was backfilled with clean aggregate/granular soils, primarily consisting of dredge sands from the upper Snohomish River Corps of Engineers Channel settling basin. These recent cleanup activities were physically complete as of December 31, 2020. No agricultural soils exist on the Site.

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

City of Everett Critical Areas mapping identifies the Site as a liquefaction (seismic) hazard and portions of the Site with erosion hazards. However, the erosion hazard areas are based on 2001 topography of sawdust piles that were associated with the former K-C operations, which have since been removed with decommissioning of the K-C facility.

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.

Site grading will generally be required across the entire Site (approximately 37 acres) except within about 10 ft of the top of shoreline bank. Earthwork includes approximately 21,000 cy of cut and 28,000 cy of fill resulting in a new import volume of 7,000 cy of common borrow material. The shoreline below top of bank will remain undisturbed except for replacement of the two stormwater outfalls. Site grading will include raising the westerly Site shoreline by several feet to at least an elevation of 20 ft (MLLW datum). Raising the Site shoreline will allow the substructure of potential future pier/wharf structures to be located above the splash zone to help reduce deterioration and corrosion of the structure, and will help with potential sea level rise resulting from potential climate change.

In general, the Site grading scheme will generally consist of a ‘W’ pattern in an east-west direction. The west side of the Site will be raised to create a high point which will be graded to

slope downward toward the east to a trench drain. From the trench drain, the Site will be graded to slope upward toward the east to a ridgeline, then downward to another trench drain. This pattern will continue across the Site to the east and will match existing grade (high point) along the Site's east property line. This grading scheme is typical of marine cargo or container yards to minimize pavement warping to facilitate relatively level ground for stacking equipment, break bulk cargo and containers.

The Site is proposed to be overlain by a pavement section consisting of 9 inches of hot mix asphalt over 12 inches of crushed surfacing base course (CSBC). Paving during this phase of the project is anticipated to cover about 32 acres which will require about 52,000 cy of CSBC. The base course will be imported from an approved quarry.

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

Some minor short-term erosion during construction could occur and will be addressed using typical erosion control measures; however, no long-term erosion is anticipated as a result of the proposed Project.

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

Aside from potential landscaping areas and the immediate shoreline, the current plan calls for the entire Site to be paved as part of the MIE. To expedite the upland cleanup, some of the areas with residual soil contamination that exceed cleanup standards will be contained with a low-permeability cap (i.e., paving) as part of a 3rd MTCA Interim Action for the Site. Final paving will occur in phases as economically feasible and within the parameters of the final Site cleanup requirements.

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

Applicable Port 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 excavation, filling, grading, 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 adjacent to the shoreline and in the remainder of the Project area.

2. Air

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

Construction equipment and vehicles will generate minor amounts of localized carbon monoxide and particulate emissions and possible dust. These emissions are temporary and may slightly degrade local air quality, but the resultant pollutant concentrations will be short-term.

Construction activities will be temporary and are anticipated to last up to 36 months. The anticipated construction equipment for the Project has not yet been determined as the contract has not moved to the bidding phase.

Project activities could generate vehicle emissions and onsite dust from operations, but these effects are anticipated to be temporary, minor, and largely contained at and within short distances from the Site.

Given the additional cargo space being created by the Project, it is possible that some increase of cargo into our existing facilities may occur. No increase in vessel traffic will occur specific to this MIE Action. Vehicular traffic on surface streets is not expected to be near as high as what has been previously generated by the Site when the K-C wood-processing facility was operational. During operation, the K-C facility created approximately 220 truck trips and 500 employee trips for a total of 720 average daily traffic (ADT). The MIE Action at Norton Terminal is anticipated to generate fewer trips than historic numbers.

Vulnerability of the Proposal to the Impacts of Climate Change:

The proposal is not likely to be negatively affected by the environmental impacts of climate change. The Port project team is considering potential impacts of climate change in its design for the Site. At this point, the Port has determined the primary physical affect that climate change may have on this Site is sea level rise. The current projected medium change in Puget Sound sea level is 13 inches by 2100 with a range of 6–50 inches.[1] The Final Environmental Impact Statement (FEIS) issued by the Washington State Department of Transportation for the Mukilteo Multimodal Project, which is incorporated herein by reference, indicated that overall, recent studies appear to be converging on projected sea level increases in the range of 2 to 4 ft.[2] Some additional variation may occur from this estimated increase within Puget Sound and its adjacent waters, according to Ecology.[3] The lowest portions of the proposed terminal area are currently at an elevation of +17 ft above MLLW. This will be approximately 3.8 ft above the Highest Astronomical Tide (HAT) elevation (+13.2 ft MLLW) at the Site.

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

There are no off-site sources of emissions or odor that may affect the proposal.

[1] *See, http://www.cses.washington.edu/db/pdf/moteetalslr579.pdf*

[2] *See, http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm*

[3] *See* `https://apps.ecology.wa.gov/publications/SummaryPages/1201004.html`

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

Construction-related emissions are temporary and expected to be typical of emissions produced by construction equipment and trucks. Because the construction work is temporary, no significant air quality impacts are expected during construction.

As part of operations at the Site, idling of vehicles will be minimized to reduce vehicle emissions. Until such time as the barge dock is put back into service, cargoes will continue to come through the Port's existing facilities to the south. Analysis of future shipping traffic will be done as part of that Project's environmental review.

The proposed Project construction and resulting operations will implement the Port's energy conservation policy and BMPs which include the following:

- Holding any new development associated with the proposal to the latest emission standards. The Port has also embraced the practice of purchasing low-diesel-emission vehicles, as well as electric and hybrid vehicles to replace its vehicle fleet. Further, Puget Sound Clean Air Agency (PSCAA) has certified the Port as a "Clean Air Ranger" for its commitment to air quality at its facilities.
- Using only equipment and trucks that are maintained in optimal operational condition.
- Requiring all off-road equipment to have emission reduction equipment (e.g., requiring participation in Puget Sound Region Diesel Solutions, a program designed to reduce air pollution from diesel, by project sponsors and contractors).
- Implementing restrictions on construction truck and other vehicle idling (e.g., limiting idling to a maximum of 5 minutes).
- Spraying exposed soil and impervious surfaces with water or other suppressant to reduce emissions and deposition of particulate matter (PM).
- Covering all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck bed), to reduce PM emissions and deposition during transport.
- Providing wheel washes to remove PM that would otherwise be carried off-site by vehicles to decrease deposition of PM on area roadways.
- Covering dirt, gravel, and debris piles, as needed, to reduce dust and wind-blown debris.
- Staging transport of construction materials to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants.

3. Water

a. Surface Water:

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

The Site is located adjacent to the East Waterway (Port Gardner Bay/Puget Sound). East Waterway is a contaminated sediment site that is awaiting cleanup under MTCA (FS ID 2733). No other lakes or wetland areas are in the vicinity of the Project area. The Project area is just south of the mouth of the Snohomish River, but is separated from the river by Naval Station Everett and its main piers that can accommodate aircraft carriers and other Naval vessels. Depths near this portion of the East Waterway are approximately 20 feet deep (MLLW) near shore and 600 feet deep mid-channel of Possession Sound. Forgotten Creek and Pigeon Creek No. 1 enter the Port Gardner Bay approximately 0.4 miles and 1.0 mile south of the proposal area, respectively.

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.

Proposed grading and paving, security fencing, washpad, cargo container containment area, stormwater treatment system, and utilities will occur within 200 ft of the East Waterway but not within the waterway. Anticipated improvements to two existing stormwater outfalls will occur on the shoreline of the East Waterway near the south end and the northwest corner of the Site. As part of the 2nd MTCA Interim Action at the Site, K-C has decommissioned, capped, or removed four of six existing outfall pipes to prevent the potential discharge of shallow groundwater from the upland area to the adjacent East Waterway. In addition, the City of Everett decommissioned its combined sewer overflow (CSO) pipe that discharged at PSO4 under the wharf. The pipe has been capped with a mechanical plug. The Port will follow on this work by replacing the two outfalls that remain and will increase their size to be capable of handling all of the stormwater from the Site, effectively consolidating the function and capacity of those six outfalls into two outfalls.

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.

The Project includes a balance of fill and dredge (i.e., excavated) material associated with improvements to Outfall A and Outfall M as described below. Note, the work below ordinary high-water mark (OHWM) within the East Waterway Cleanup Site and is being done incidental to the upland interim cleanup action in coordination with Ecology and is envisioned to include the following:

Fill:

Outfall A: There will be 19 cy of fill material at Outfall A that will consist of 14 cy of riprap and 5 cy of quarry spalls below HTL (quantities below OHWM are 13 cy riprap and 5 cy quarry spalls). The quarry spalls will be placed under the riprap. Approximately 120 square feet of existing substrate (cobble/sand/gravel) below HTL (115 square feet below OHWM) will be replaced with energy dissipator pad associated with the outfall. The substrate in the Project footprint consists of potentially contaminated sediments associated with the East Waterway Cleanup Site and riprap armor rock.

Outfall M: There will be 64 cy of fill material associated with Outfall M that will consist of 48 cy of riprap and 16 cy of quarry spalls below HTL (quantities below OHWM are 43 cy riprap and 15 cy quarry spalls). Of the 48 cy of riprap, 30 cy will be replacement in a 260-square foot area (25 cy; 215 square feet below OHWM) of existing riprap; the remaining 18 cy of riprap will be placed in an approximately 160-square foot area (15 cy; 160 square feet below OHMW) extending from the toe of the slope of the existing riprap revetment. This approximately 160 square feet of existing substrate (sand/gravel) will be replaced with armor rock to serve as an energy dissipator pad associated with the outfall. The 16 cy of quarry spalls (15 cy below OHWM) will be placed under the new and replaced riprap. The tideflat substrate consists of potentially contaminated sediments associated with the East Waterway Cleanup Site.

Fill will be clean material acquired from an approved source. Analytical testing to demonstrate that fill materials smaller than ¼ inch meet Ecology standards for contaminant concentrations will be conducted prior to placement of fill, as appropriate.

To the extent possible, construction associated with the replacement of Outfall A and Outfall M will occur in dry conditions, during low tides. Work that cannot be completed in a single tide cycle shall be temporarily covered and stabilized with gravel, geotextile, or other approved methods prior to tidal submersion. The elements of the proposed stormwater improvements include the following:

Dredge (Excavation):

Outfall A excavation quantities below HTL will consist of replacing 19 cy of substrate materials (cobble/sand/gravel) with 14 cy of riprap and 5 cy of quarry spalls (quantities below OHWM will replace 18 cy of substrate with13 cy riprap and 5 cy quarry spalls). Approximately 120 square feet of existing substrate (cobble/sand/gravel) will be replaced with energy dissipator pad associated with the outfall below HTL (115 square feet below OHWM). The tideflat substrate to be removed consists of potentially contaminated sediments associated with the East Waterway Cleanup Site. These materials would be handled and disposed of consistent with MTCA requirements.

The 64 cy of excavation for Outfall M below HTL, will consist of 30 cy of existing riprap over an approximately 260-sf area and 34 cy of tideflat substrate (cobble/sand/gravel) over an approximately 160-square foot area extending from the toe of the slope of the existing riprap revetment (quantities below OHWM are 25 cy riprap over approximately 215 square feet and 33 cy tideflat substrate over 160 square feet). Approximately 160 square feet of existing tideflat (sand/gravel) will be replaced with energy dissipator pad associated with the outfall below HTL (160 square feet below OHWM). The tideflat substrate to be removed consists of potentially contaminated sediments associated with the East Waterway Cleanup Site.

Excavated material will be characterized and managed in coordination with the Ecology MTCA program. Prior to commencement of the Project, details regarding soil management associated with the Project will be presented in a Materials Management Plan, which will be provided to Ecology Toxics for review. This plan will guide characterization and management of excavated material generated during outfall replacement. The removal of contaminated sediment is being performed independent from the East Waterway Cleanup Site and is incidental to the Upland Interim Cleanup Action.

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

The completed Project will not require surface water withdrawals or diversions. To the extent possible, construction activities associated with anticipated stormwater outfall improvements will occur in dry conditions, during low tides. However, isolation may be required to complete work in the dry if the work cannot be completed entirely during low-tide cycles.

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

Federal Emergency Management Agency (FEMA) flood insurance mapping identifies the area along the shoreline of the Site as occurring in the 100-year floodplain, with corresponding base flood elevation (BFE) of 13 ft (NAVD88). Proposed upland development on the Site generally occurs at elevation 13 ft (NAVD88) and higher, which is outside of the BFE. Anticipated stormwater outfall repair/rehabilitation would occur below the BFE and is not anticipated to result in loss of flood storage capacity.

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.

b. Ground Water:

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 groundwater withdrawal will occur as part of the proposed Project.

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. No waste materials associated with domestic sewage or other activities will be discharged into the ground.

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.

Stormwater runoff currently occurs on the site and an improved stormwater management plan is proposed as part of the Project. As is currently envisioned, stormwater will be handled by a series of collection infrastructures (longitudinal concrete gutters and trench drains that will be connected to a high-flow bypass vault). The high-flow bypass vault will use weirs or orifices to separate the required water quality flow from the high flows. Water quality flows will be routed to a pumping chamber that will pump the water quality flow to a treatment system. High flows will bypass the treatment system with direct discharge to the Port Gardner Bay East Waterway in conformance with current stormwater regulations.

Stormwater treatment for the entire Site will be handled in two drainage basins, Basin A and Basin M, which will discharge to the East Waterway via corresponding outfalls (i.e., Outfalls A and M). The drainage area associated with the Outfall M basin will include the proposed cargo laydown area, and the drainage area associated with Outfall A basin will be associated with the south gate area and existing warehouse. The water quality treatment of stormwater runoff for approximately 39 acres (Outfall M basin) of the Site will be provided by an aboveground CESF system, and water quality treatment for approximately 0.4 acres (Outfall A basin near the south gate) will be provided by a cartridge stormwater treatment system, or equivalent.

Six existing outfalls are currently in-place on the Site that range in diameter from 10 inches to 54 inches. Four of the outfalls have been decommissioned as part of the 2nd Interim Action. By reducing the Site's total number of outfalls from six to two, the replacement outfalls will require an increase in size. Outfall A, a 10-inch outfall at the Site's south end, will be replaced

with an 18-inch outfall, and Outfall M, a 21-inch wood stave storm drain that transitions to a 12-inch PVC outfall, will be replaced with a 36-inch outfall.

As previously indicated, the collection, treatment and discharge of stormwater is an integral element of the MIE Action, and also for areas of residual soil contamination that are required to be paved as part of the 3rd interim action.

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

Site stormwater runoff will be treated prior to discharge to the East Waterway. All Port operations and construction will comply with the Clean Water Act, Ecology, and City of Everett wastewater and stormwater regulations to minimize the potential for wastewater to enter ground or surface waters.

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

The proposed Project will collect and redirect stormwater on the Site to the stormwater treatment facility(s) but will not affect drainage in the vicinity of the Site.

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

During construction, standard BMPs for erosion and sediment control will be implemented to minimize impacts from Site runoff. As part of the Project, the Port will install a stormwater treatment system that provides treatment to meet anticipated Ecology ISGP requirements. All of the proposal's construction activities will be controlled to avoid and minimize potential impacts to surface water in Port Gardner and will be required to follow stringent BMPs and discharge controls. Implementation of BMPs used to control and manage stormwater runoff during Project construction activities would also be in general accordance with the Washington State Stormwater Management Manual for Western Washington and City of Everett stormwater, grading, and drainage code requirements. Implementation of the BMPs, a Spill Prevention, Control, and Countermeasure (SPCC) plan and other additional requirements included as part of the proposal's stormwater permit are intended to address mitigation of potential significant adverse impact to stormwater runoff quality and control.

4. Plants

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

_X___deciduous tree: alder, maple, aspen, other: cottonwood
_X___evergreen tree: fir, cedar, pine, other:
__X_shrubs
__X_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
__X__other types of vegetation: weeds, Himalayan blackberry

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

The Site is a former industrial property that has been cleared/graded associated with prior use and cleanup interim actions. Limited landscaping occurs on the Site and vegetation is limited to opportunistic species adapted to disturbed areas (i.e., weeds) and overgrown landscape areas including some medium-sized trees on the northwest edge and near the northeast access at Norton Avenue. The MIE Action proposes to remove all existing vegetation, and provide landscaping consistent with the City of Everett requirements and the Ecology Interim and Final Actions

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

Washington Natural Heritage Program (WNHP) data available online[4] does not identify any threatened or endangered plant species within the township, range, section of the project (data current as of November 18, 2019).

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

Landscaping specifics have not been finalized but will involve input from the City of Everett and Ecology. It is anticipated that landscaping may be planted adjacent to the north and south entrance gates and along the north and south boundaries of the Site. To satisfy specific City of Everett requirements, some landscaping elements may be provided off-site or waived via a formal Landscape Modification Request process that will require City of Everett approval. Certain landscaping elements may be subject to future cleanup actions under the MTCA Final CAP, which has yet to be defined, but could result in removal of landscaping. Any areas of landscaping will meet soil cleanup standards identified for the final cleanup action for the K-C MTCA Site.

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

Washington State Noxious Weed Control Board-listed species in the project area include Himalayan blackberry (Class C weed). Additional listed weed species common in urban environments may also be present, such as butterfly bush and scotch broom

4 See https://www.dnr.wa.gov/NHPdata

5. Animals

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

Examples include:

birds: hawk, heron, eagle, songbirds, other: seagull, crow, cormorant
mammals: deer, bear, elk, beaver, other: rabbit
fish: bass, salmon, trout, herring, shellfish, other _____

Site reconnaissance by a biologist on December 11, 2020 included observation of American crow, double crested cormorant, seagull, and rabbit. Washington Department of Fish & Wildlife Priority Habitats and Species on the Web identifies the East Waterway with "listed occurrence" of Dungeness crab. Additional wildlife species that have been observed on and near the Site as indicated as part of K-C interim action review include herons, house sparrows, black-capped chickadees, terns, osprey, harbor seals, coyotes, salmon, trout, and shellfish.

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

Species lists were obtained from the US Fish and Wildlife Services and NOAA Fisheries websites, and listed threatened or endangered species that might occur in the Site vicinity include:

- Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*)
- Puget Sound steelhead (*O. mykiss*)
- Coastal-Puget Sound bull trout (*Salvelinus confluentus*)
- Yelloweye rockfish (*Sebastes ruberrimus*)
- Bocaccio rockfish (*S. paucispinis*)
- Marbled murrelet (*Brachyramphus marmoratus*)
- Humpback whale (*Megaptera novaeangliae*)
- Southern Resident killer whale (*Orcinus orca*).

Refer to the Project Biological Evaluation, which is incorporated herein by reference, for additional information.

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

Yes, the Project area is in the Pacific flyway bird migration corridor and 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. However, very limited work associated with the outfall improvements will occur on the shoreline as the rest of the Project is all upland. Therefore, the Project is not expected to negatively effect any threatened or listed species. To the contrary, one of the goals of the 3rd Interim Action is to improve water quality from the Site.

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

Several measures are included in the proposed Project design to avoid or minimize adverse impacts to wildlife. Care will be taken in all work to prevent uncured concrete, debris, oils, and grease from entering the water. Potential adverse effects of this Project on listed salmonids will be avoided or minimized through the adherence of agency-approved work windows when few juvenile salmonids are present in the action area (July 16 to February 15).

In addition, the following BMPs will be implemented as part of constructing this Project:

- The contractor will be responsible for the preparation of an SPCC plan to be used for the duration of the project. The SPCC plan will be submitted to and approved by the Project engineer prior to the commencement of any construction activities. A copy of the SPCC plan, along with any updates, will be maintained at the work Site by the contractor. The SPCC plan will provide advanced planning for potential spill sources and hazardous materials (gasoline, oils, chemicals, etc.) that the contractor may encounter or uses as part of conducting the work. The SPCC plan will outline roles and responsibilities, notifications, and inspection and response protocols.
- Care will be taken to prevent any petroleum products, chemicals, or other toxic or deleterious materials from entering the water. If a spill were to occur, work would be stopped immediately, steps would be taken to contain the material, and appropriate agency notifications would be made. Fuel hoses, oil drums, or fuel transfer valves and fittings, etc., will be checked regularly for drips or leaks, and shall be maintained and stored properly to prevent spills.
- All upland areas will be protected in accordance with standard BMPs as outlined in Ecology Stormwater Management Manual for Western Washington. BMPs and water quality protection measures that will be implemented for conformance with the permit requirements and conservation measures outlined herein.
- Excess or waste materials will neither be disposed of nor abandoned waterward of the OHW line, nor allowed to enter waters of the state.
- The contractor will have a spill containment kit, including oil absorbent materials, on-Site to be used in the event of a spill, if any oil product is observed in the water.
- The contractor will be required to capture any debris associated with Project construction and not allow it to enter Puget Sound.
- Excavation and material placement work will only be conducted when the project area is not inundated with tidal waters.
- Excavation in the shoreline environment associated with Outfalls A and M will include removal and disposal of existing informal riprap and potentially contaminated soil and sediments.

- Stormwater catch basins within the vicinity of the work area will be protected with inserts in accordance with Ecology Standard BMP #C220. This will include within areas that receive stormwater runoff from proposed access locations and upland staging areas within the Project area limits.
- If deemed necessary by Ecology, turbidity and other water quality parameters may be monitored to ensure construction activities are in conformance with Washington State Surface Water Quality Standards, or other conditions as specified in the Ecology Water Quality Certification (WQC).
- Appropriate BMPs will be employed to minimize sediment loss and turbidity generation during excavation, re-handling, rock installation, and other earth disturbing activities.

The 3rd Interim Action and proposed stormwater treatment infrastructure is anticipated to improve quality of runoff discharge to the East Waterway from the Site. Although large volumes of contaminated upland soil have been removed as part of the 1st and 2nd Interim Actions (by others), low-level soil contamination, and groundwater contamination, will likely remain on the Site, and will be remediated, in part, by the 3rd Interim Action. Residual contamination may consist of heavy metals and petroleum hydrocarbons. Surface water (precipitation) currently infiltrates through residual soil contamination that could be mobilized into groundwater through contaminated soil, causing groundwater contamination. Reducing stormwater infiltration to groundwater by capping the Site with pavement will improve groundwater quality prior to discharge to the East Waterway. Additionally, water quality treatment of stormwater runoff from the completed project will be provided by a CESF system (Outfall M basin) and a media-filled, filter cartridge system (Outfall A basin) that will improve quality of discharge from the Site, which is currently untreated in the existing condition and has the potential to carry upland contamination to the East Waterway.

Refer to the project Biological Evaluation, which is incorporated herein by reference, for additional information.

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

None known.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity will be used for Site lighting, stormwater and sewer pump stations, stormwater treatment system, washpad, guard shack, and the Longshoreman Facility as well as future truck scales, customs shack, and radiation detector. Total electricity needs will be significantly less than that of the previous K-C mill operation. It is anticipated that the PUD will construct a new substation facility at the Site as a future phase. Possible impacts on energy and natural

resources from the potential warehouse user(s) and other future tenants will be addressed in subsequent environmental review once specific projects are identified.

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

The Project will not affect the potential use of solar energy by adjacent properties.

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

During construction, construction vehicle and equipment idling will be minimized to reduce fuel consumption. Site illumination may include energy-efficient light fixtures. LED lighting is being considered for the high-mast lighting because of its energy-saving properties.

7. Environmental Health

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

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

All of the proposed MIE Action was either part of, or was located immediately adjacent to, an area with a long history of intense commercial and industrial use. These uses caused releases of environmental contamination across the upland and in-water areas at the Site.

The Site was first developed in the late 1800s/early 1900s. From 1931 to 2012, it was used primarily for pulp and paper manufacturing; other uses included bulk petroleum storage operations and sawmilling. All manufacturing operations at the facility ceased in April 2012 and the mill and former structures have since been demolished with the exception of the former distribution warehouse at the southeast corner of the Site.

In December 2012, Ecology and K-C entered into an Agreed Order for Site cleanup of the uplands area. Main contaminants found in soil and or groundwater include metals, petroleum hydrocarbons, polycyclic aromatic hydrocarbons (PAHs), and polychlorinated biphenyls (PCBs). The in-water area of the Site is within the East Waterway MTCA Site (FS ID 2733) and is being addressed under a separate Agreed Order.

Historical bulk petroleum storage operations were present at the location of the former distribution warehouse that is currently located on the southern end of the Site. Petroleum releases to soil and groundwater have been documented as part of the RI/FS to occur beneath this warehouse structure. This contamination is targeted to be contained in-place as

part of the cleanup and will be subject to long-term monitoring and institutional controls as long as this structure remains.

Port property on the south side of the distribution warehouse where a portion of old Everett Avenue was once located is impacted by petroleum hydrocarbons (soil and groundwater impacts – including free product) and is being addressed as part of the ExxonMobil ADC MTCA cleanup site (FS 2728). This former road is currently used as a utility corridor by the City of Everett.

K-C conducted an interim action in 2013 in the upland portion of the Site during the mill demolition activities as required by the Agreed Order. As part of the interim action, K-C removed about 39,000 tons of contaminated soil and more than 6,000 gallons of petroleum-contaminated water.

Following completion of the 2013 upland interim action, more than 1,000 samples consisting of a combination of soil, groundwater, intertidal porewater, crushed material and air were collected as part of a comprehensive RI to assess the nature and extent of contamination in the upland area. K-C prepared and submitted a draft RI/FS report in March 2016, which is incorporated herein by reference, and collected additional data to fill data gaps that Ecology identified during their review of the draft report. The RI/FS report and draft CAP are expected to be completed in 2021.

K-C recently concluded construction activities on a 2nd Interim Action under an amendment to the Agreed Order to remove additional contaminated soil/groundwater, and to decommission multiple underground inactive pipes that may be a conduit for groundwater-to-surface water discharge. K-C has also removed more than 180,000 tons of crushed material debris (mill demolition material primarily consisting of concrete, brick, and masonry) from the upland area of the Site under the direction of the Snohomish Health District. The application of this material to the Site resulted in impacts to groundwater pH (pH levels rose above the state groundwater quality standard of 8.5) and metals. The interim action also included monitoring groundwater pH levels and any necessary groundwater treatment while the crushed material was removed from the Site. Following completion of this 2nd Interim Action, the Port will conduct the 3rd Interim Action, which involves application of a low-permeability cap to areas of the Site where residual soil concentrations exceed cleanup standards.

Areas of residual contamination that will remain following the 2nd Interim Action include petroleum hydrocarbon contamination located beneath the warehouse at the south end of the Site and PCBs encountered near the shoreline during the 2nd Interim Action. The petroleum hydrocarbon contamination is currently contained beneath the warehouse, but would only require additional action if the warehouse is removed in the future. The residual

PCB contamination, which could not be removed during the 2nd Interim Action because of slope stability concerns at the shoreline, will be addressed as part of the final cleanup action.

Excavation and possible dewatering activities associated with upland construction have the potential for exposing and handling of contaminated soil and groundwater that may be present beneath some areas of the Project.

Vehicles and equipment used for both construction activities and subsequent facility operations would include the use of fuels, oils, lubricants, and other petroleum-related products within the proposed project area. These potentially hazardous materials would be subject to local, state, and federal regulations and guidance pertaining to use, handling, and storage. No increase to exposure of the materials or risks of fire or explosion is anticipated.

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.

Large volumes of contaminated soil have been removed as part of the 1st and 2nd Interim Actions. Currently, mostly low-level soil contamination and groundwater contamination remain on the Site and will be contained by the 3rd Interim Action, and the final cleanup action selected by Ecology. However, as noted previously, there are higher levels of petroleum contamination (including free product) that exist underneath and directly south of the existing distribution warehouse that is targeted for containment. Also, the upland bank area on the southern side of the Site adjacent to the in-water cove where Dunlap Towing operates has high PCBs (greater than 10 milligrams per kilogram [mg/kg]) that will need to be contained in-place (could not be excavated because of the risk of the bank collapsing).

Residual contamination at the Site will consist primarily of heavy metals, PAHs, PCBs, and petroleum hydrocarbons. Potential contact with, and management of, contaminated soil and groundwater remaining on the Site will be addressed through the implementation of a soil and groundwater management plan that will specify the methods and procedures for identifying and managing any hazardous substances encountered during Project implementation. For example, management of contaminated soil and groundwater during construction of subgrade utilities. The soil and groundwater management plan will be reviewed and approved by Ecology.

The location of the current PUD station at the Site was not sampled as part of the RI/FS. This area will be characterized (sampling soil and/or groundwater) for potential cleanup if and when the sub-station is re-located to another area of the Site.

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.

Chemicals associated with construction equipment, such as hydraulic fluid and diesel may be stored or used on-Site during construction. Once the terminal is operating, similar products may also be stored on-Site associated with cargo-handling equipment and operations. 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. Any cargo containers that contain hazardous materials will be temporarily stored on the terminal in a specially designed containment area.

4) Describe special emergency services that might be required.

No special emergency services will be required for the proposed Project. No additional police, firefighting, or other emergency services, other than those that will normally be required at a construction site, will be necessary. Because of the potential to handle greater volumes of cargo once the terminal is operational, the proposed Project could create a small increase in the potential level of emergency services already associated with the current cargo shipping activities now occurring at the Port's existing adjacent terminal facilities.

5) Proposed measures to reduce or control environmental health hazards, if any: BMPs will be used during construction to prevent spills.

A health and safety plan will be completed by the construction contractor that will document specific procedures to be followed if environmental health hazards are encountered. This plan will be onsite during construction. Any spill of materials during construction, such as diesel fuel or lubricating oil, will be cleaned up expeditiously and as soon as practicable based upon the nature of the particular spill.

A Soil and Groundwater Management Plan will be prepared as part of the IAWP deliverable for the 3rd Interim Action and will be reviewed and approved by Ecology prior to Project implementation. This plan will outline general site conditions, how to recognize potentially contaminated materials during construction, analytical testing requirements to classify suspect materials, and management procedures for these materials.

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 train traffic, marine terminals, marine vessels, Naval operations, 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.

Construction of the proposed Project will generate temporary short-term increases in noise levels at adjacent and nearby areas. Construction will be conducted in accordance with City of Everett noise ordinance. Construction activities are expected to occur during daytime hours. 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 Project area is located within the City of Everett, Washington, and the noise limits included in the City of Everett noise ordinance apply to noise related to this Project. The 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 area is zoned for industrial uses (M-2). The noise associated with the proposed activity would not be unlike normal noises associated with existing activities at the Port's existing terminal to the south. Per Everett Municipal Code 20.08.110(I), 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.

Noise associated with operations on the Site will be limited to vehicle noise associated with movement/handling of cargo.

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 occurring at the existing terminal facility.

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

Construction-industry BMPs will be incorporated into construction plans and contractor specifications, which may include, but are not limited to, the following: fitting construction equipment engines with adequate mufflers, intake silencers, or engine enclosures; and turning off construction equipment when not in use. Construction activities associated with the proposed Project is not anticipated to occur during nighttime hours.

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.
- To the extent practicable, potentially substituting hydraulic or electric models for impact tools such as jack hammers, rock drills, and pavement breakers to reduce construction and demolition noise.
- Although safety warning back-up alarms are exempt from noise ordinances, the Port will work with the contractor to minimize loud noise from vehicle safety warning back-up alarms while still maintaining worker safety.
- 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, 7 days per week.

Use of the Site will be conducted in accordance with City of Everett noise ordinance.

8. Land and Shoreline Use

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

The Site is was recently under an interim cleanup construction, performed by others, as part of the 2nd Interim Action and crushed material was also removed under the direction of the Snohomish Health District. The recent cleanup activities were physically complete as of December 31, 2020. Work on the Site included:

- Decommissioning inactive underground pipes that pose a threat to East Waterway including the City of Everett's CSO that discharges at PSO4 underneath the wharf, and numerous stormwater and other utility pipes.
- Removing contaminated soil and/or groundwater from 11 areas within the upland Site and disposing of that soil offsite in an appropriate facility.

- Removing and disposing of more than 180,000 tons of crushed concrete and other materials left from the mill's demolition in 2012, to the satisfaction of the Snohomish Health District.
- Monitoring groundwater pH levels and treating groundwater as necessary while crushed material was removed from the Site.

The Site is adjacent to the East Waterway (Port Gardner/Puget Sound) to the west, City of Everett's future stormwater handling facility to the north, BNSF and West Marine View Drive rights-of-way to the east, and commercial tenants on the Port's Hewitt Terminal property to the south, including a ship building and repair facility on Port property. The East Waterway is a contaminated sediment site that is awaiting cleanup under MTCA (FS ID 2733). Port property on the south side of the distribution warehouse (location of old Everett Avenue) is part of the ExxonMobil ADC MTCA cleanup Site (FS ID 2728). Naval Station Everett is located approximately 330 ft north of the Site and is separated from the Site by the City of Everett's future stormwater-handling facility. Naval Station Everett is also directly across the East Waterway to the west; and single-family residential areas are located approximately 330 ft from the Site to the east separated from the Site by BNSF and West Marine View Drive rights-of-way.

Because of the proximity to Naval Station Everett, a security and public safety plan will be developed in coordination with the US Navy. The Port's existing Coast Guard approved Facility Security Plan will be updated to include the Norton Terminal area.

In addition to being a shipping port, Port Gardner Bay is used for fishing, boating, and recreational activities. The proposed Project will not affect current land uses on nearby or adjacent properties.

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

No, the Project is located in existing waterfront industrial area.

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

No, the Project is located in existing waterfront industrial area.

c. Describe any structures on the site.

The footprint of the existing warehouse located on the south end of the Site is approximately 132,000 square feet (3.03 acres). It is a three-story structure that has not been in use since K-C ceased operations in 2012. The current plan envisions putting the warehouse building back into productive use in future phases of this Project. Located on the Site but outside of the footprint of

the immediate Project are waterward structures including a floating concrete barge dock and a dilapidated timber wharf. Other relic structures are located on the shoreline. Reuse, rehabilitation, or replacement of these structures may be considered in the future as the Site is built out and specific users identified.

Petroleum releases to soil and groundwater beneath the warehouse structure have been documented as part of the RI/FS. The remediation plan for this contamination calls for it to be contained in-place and subject to long-term monitoring and institutional controls as long as this structure remains.

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

No building structures will be demolished as part of the proposed Project. A PUD substation currently on the Site will likely be decommissioned and demolished by PUD in the future once the PUD develops a proposed new substation in approximately 2023. That work is considered a separate phase to be completed by the PUD. The location of the proposed PUD substation at the Site was not sampled as part of the RI/FS. This area will be characterized (sampling soil and/or groundwater) for potential cleanup when the PUD substation is re-located to another area of the Site.

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

The Site is zoned as Heavy Industrial (HI) under the City of Everett's recent zoning code update adopted in November 2020.

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

Comprehensive plan designation of the Site is classified by the City of Everett as Industrial.

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

City of Everett shoreline master program designation of the Site is Urban Deepwater Port (UDWP).

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

City of Everett Critical Areas mapping identifies the Site as a liquefaction (seismic) hazard and portions of the Site with erosion hazards, which are regulated as Geologically Hazardous Areas. However, the erosion hazard areas are based on 2001 topography of sawdust piles that were associated with the former K-C operations and have since been removed with decommissioning of the K-C facility.

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

The proposed cargo terminal project is anticipated to employ approximately 220 direct jobs with a total of 346 direct, indirect and induced jobs. This includes but is not limited to positions such as truck drivers, stevedores, and shipping partners, as well as a minimum number of employees based full time on site. The project will pave the way for the future reuse of the warehouse which is expected to generate 800-1,200 new jobs. Additional temporary jobs will be created during the construction period of the project. The overall long-term vision for the Site is expected to add additional commercial tenants, maritime users and other opportunities, and would add more than 1,800 indirect jobs. No people will reside in the completed Project.

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

No displacement of people would occur as a result of the proposed Project.

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

Not applicable. No displacement of people would occur as a result of the proposed Project.

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

Future use of the Site is consistent with existing/proposed zoning and comprehensive plan. The 3rd Interim Action, and ultimately the final CAP, will be designed and constructed to be compatible and integrated with Site use as a marine cargo-handling facility.

The proposed use of the 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 will manage development activities associated with this proposal in a manner that is consistent with the City of Everett's adopted comprehensive plan, shoreline management master program, and other applicable development regulations.

Additionally, a variety of mitigation measures will be used by the Port to reduce potential adverse impacts related to construction of the proposed improvements and to its future operation. Examples of these measures could include, but are not limited to:

- Aiming and shielding of new and existing lighting to minimize light and glare impacts on sensitive receiving areas;
- Greater use of electrically powered cargo-handling equipment to the extent possible to reduce noise and air emissions;
- Restrictions on terminal-generated truck traffic to travel only on designated arterial streets; and

- Compliance with applicable stormwater, grading, and drainage control regulations to minimize potential erosion and pollution effects on soils, critical areas, and water bodies.

The separation of the Site by the existing railroad, West Marine View Drive, and the related elevation differences also assists in minimizing its potential adverse effects on adjacent sensitive land uses. The Site is also partially hidden from view from adjacent residential areas by the change in elevation afforded by both West Marine View Drive. The Site is also physically separated from adjacent areas by the road and the BNSF mainline rail corridor.

The Port amended its Marine Terminal Master Plan in November 2020 to include the Site and ensure consistency with the overall Port vision. Prior to purchasing the property, the Port updated its Strategic Plan to include the Site.

Port Resolution 1102 (2018) incorporated the Site into the Comprehensive Scheme of Harbor Improvements after the Port acquired the Site property, and Port Resolution 1162 (2020) reincorporated the update to the Marine Terminals Master Plan into the Comprehensive Scheme of Harbor Improvements with the addition of Appendix E: Norton Terminal section. The collaborative City of Everett and Port preparation and adoption of a new Marine Port Element for inclusion in the City of Everett's 2015 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; Revised Code of Washington [RCW] 36.70A.085). The Port 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 will ensure the proposal's compatibility with existing and projected land uses and plans. These measures are expected to 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:

Not applicable.

9. Housing

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

No housing units will be provided as part of this 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 as part of this Project.

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

Not applicable.

10. Aesthetics

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

The tallest element of the Project will be the 13 proposed light poles that will be up to 75 ft tall and comprised of metal poles with concrete bases. There will be one 46-ft tall light pole and eight 30-ft tall light poles. There will also be approximately ten 30-foot tall poles for mounting security cameras. The above-grade stormwater treatment system will be approximately 9 ft tall and comprised of steel storage tanks and a recycled steel shipping container to store treatment equipment.

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

West facing views by residents to the east of the Site may be altered by the proposed lighting masts. The lighting masts may alter, but are not expected to significantly obstruct, views to the west.

Permanent placement of the light poles and security camera poles may alter, but are not expected to significantly interfere with the broad expanse of water, mountain, island, and peninsula views from public streets, sidewalks, and nearby residential areas located to the east. These views include Port Gardner Bay; Possession Sound and adjacent waters; Whidbey, Jetty, Hat and Camano Islands; the Olympic Peninsula and Olympic Mountains; Naval Station Everett; and the Tulalip Reservation. The proposed light poles will be thin, singular poles. The Site sits on average approximately 15 ft below West Marine View Drive. Elevations increase further to the east allowing for views across the Site to the US Navy base and beyond.

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

Lighting masts will be spaced approximately 300 ft apart. Where appropriate, landscaping may be used to minimize aesthetic impacts to adjacent properties.

11. Light and Glare

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

The Site will be lit as required for safety and security. Lighting will be provided by LED light clusters mounted on high mast poles set on concrete protective foundations. The main terminal lighting system will generally be arranged in three rows of poles running from the north to the south. Illumination will occur during nighttime hours to support Site operations and security. There will be approximately 13 proposed light poles that will be up to 75 ft tall and comprised of metal poles with concrete bases. There will be one 46-ft tall light pole and eight 30-ft tall light poles.

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

Lighting will likely be visible to residential areas located to the east of the Site. The lights will be shielded toward the Site as feasible to minimize spillover onto adjacent properties. Additionally, the elevation difference may further mitigate light and glare for those properties located closest to the Site. The Site sits on average approximately 15 ft below West Marine View Drive. Elevations increase further to the east allowing for views across the Site to the US Navy base and beyond. The purpose of the lights is to ensure Site operational safety and security. The proposed lighting is far less than that of the previous use at the Site by K-C and the Port will take reasonable measures to mitigate off-site light and glare.

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

There are no off-Site sources of light or glare that will affect the proposed Project.

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

The lights will be shielded toward the Site as feasible to minimize spillover onto adjacent properties and the mast heads will be adjustable. As with the Port's high-mast lighting at the existing terminal to the south, these lights are required for security and safety on Site. The mast heads are also capable of being redirected and, as Port practice with neighbors at the existing terminal, the Port will work with neighbors to the extent possible to resolve issues related to light direction. As is typical for the Port's high-mast lighting, there are several individual lights mounted on each mast-head. A minimum number of these are turned on for security purposes,

whereas the remaining lights would be turned on only when work is occurring. Work may include maintenance activities, cargo movements, or other times as deemed necessary by the Port.

12. Recreation

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

Recreational opportunities in the immediate vicinity of the Site are limited. There is no recreation immediately adjacent to the Site. Most near to the Site is the sidewalk along West Marine View Drive that provides pedestrian recreational opportunities (i.e., biking and jogging); however, it is separated from the Site by the railroad tracks, a significant elevation difference, and several lots owned by the Port, City of Everett, and private entities. There is a pocket park (Maggie's Park) located at the intersection of West Marine View Drive and Everett Avenue, which is also separated from the Site by elevation differences, the rail lines, and parcels owned by others.

Other informal recreational opportunities in the general area include: Pigeon Creek Trail, which is about 0.25 miles to the south and is a paved pathway that runs approximately 0.63 miles along the east side of the existing marine terminals; a public viewpoint with beachfront access to Port Gardner that is connected to this trail is about 1.05 miles to the south of the Site; access to extensive portions of the beachfront and tidelands of Port Gardner more than 1 mile south of the Site; a public boat launch, and shoreline parks are located between 0.5 and 1.25 miles to the north on the west side of West Marine View Drive.

It should be noted that the East Waterway, which is immediately west of the Site, is a naval-restricted area prohibiting entrance of the restricted waterway without prior written permission from the Commanding Officer of Naval Station Everett (33 Code of Federal Regulations [CFR] 334.1215).

The Site itself will be a fenced and restricted, federally secure cargo facility. A federal government-issued Transportation Workers Identification Credential (TWIC) card or escort by authorized personnel will be required for entrance in compliance with both Port and federal security requirements.

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

No designated or informal 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 MIE Action is not anticipated to create any impacts on recreation opportunities in the vicinity. However, the substantial funds expended by the Port on this Project will assist in implementing a public access project contained in the City of Everett's Shoreline Public Access Plan or other public access project as mutually agreed to by the City of Everett and Port. Consistent with Port Commission's 2 percent for public access policy as embodied in Resolution 751, the Port will do this by committing funds to complete a public access project mutually chosen by the Port and the City of Everett.

13. Historic and cultural preservation

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

The Washington Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) database does not identify any historic registered properties on or adjacent to the Site. Snohomish County Assessor data indicates that the existing onsite distribution warehouse was built in 1960 (60 years old) with an addition built in 1968.

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.

A cultural/archaeological resources evaluation was prepared in 2013 in support of the K-C Site RI/FS Workplan for the Upland Area and did not identify any archaeological resources on the Site. During previous interim action activities in 2013–2014, a lithic artifact, an edge-altered cobble associated with a few fire-modified rocks, was identified during excavation. The artifact was donated on behalf of K-C for permanent curation at the Tulalip Tribe's Hibulb Cultural Center and Natural History Preserve.

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 this fish resource.

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.

A cultural/archaeological resources evaluation was prepared in 2013 in support of the K-C site RI/FS Workplan for the Upland Area, and is incorporated herein by reference.[5]

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 Site is low because 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 significance occurs during Project work, construction will stop and the City of Everett, affected Tribes, DAHP, and the USACE will be promptly notified of any such a discovery. A professional archeologist will be consulted and must inspect and evaluate the discovery. To the extent required, the USACE will initiate the specific federal and state coordination required to determine if the discovery warrants a recovery effort.

If required by an agency with jurisdiction, an Inadvertent Discovery Plan (IDP) will be prepared and will be provided to the construction contractor. The IDP would address procedures in case of an unanticipated discovery, notification procedures (including the State Historical Preservation Officer SHPO] and affected tribes if any archaeological, historic, or culturally significant items are discovered; and the Snohomish County Medical Examiner, if any human remains are found), the authority to temporarily stop construction, and procedures to evaluate and recover intact materials.

14. Transportation

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

From the south, the Site is accessible from Federal Avenue via Terminal Avenue. From the north, the site is accessible from Norton Avenue. Both routes are accessed from West Marine View Drive, a designated state highway (SR 529). West Marine View Drive connects with the Pacific Avenue/Rucker Avenue/41st Street freight 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.

As currently envisioned, existing points of access will be maintained under the proposed condition, but with the majority of Site access being located at the south end of the Site via

5 SWCA/Northwest Archaeological Associates. 2013. Archaeological Resources Assessment for the Kimberly-Clark Worldwide Site Upland Area, Everett, Snohomish County, Washington. March 25.

Federal Avenue. In addition, a secure cargo gateway may be necessary for cargo to move to and from the existing terminal to the proposed Norton Terminal. Options for the secure cargo gateway are under consideration and include the following: a) a secure gateway that utilizes Federal Avenue through an agreement with the City of Everett that allows the Port control of the Federal Avenue right-of-way; b) a non-secure gateway that utilizes Federal Avenue and may involve an agreement with the City of Everett, or; c) a secure gateway adjacent to the west side of Federal Avenue wholly situated on Port property. The secured cargo gateway options will be surrounded by a combination of gates and fences that can be opened and closed to provide a federally secure, continuous access lane between the terminals. The gateway options will also provide non-secure access to the Port's existing tenants as necessary.

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 Site is not served by public transit. However, nearby West Marine View Drive is served by Everett Transit bus route #6. Bus stops are located near the intersection of West Marine View Drive at 26th Street.

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

Four new parking stalls will be located adjacent to the longshoremen's trailers. It is anticipated that most employees on the Site will park at the existing terminal where most of the existing employee services are located.

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).

The proposed Project may include minor roadway improvements to Federal Avenue and Norton Avenue near the Site access points. Work in these roadways will include work on buried utilities, or paved widening of shoulders on Federal Avenue.

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

The proposed Project occurs adjacent to the East Waterway to the west and BNSF rail to the east. The proposed Project will accommodate future use of the East Waterway and BNSF rail. This mainline will not be affected by construction of the Project.

The immediate proposal will expand the cargo capacity of the existing terminal, which will continue to use marine cargo vessels and railroad modes of transportation on a long-term basis.

The Port's existing 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. Future phases of this Project may include utilizing the waterward docks for direct cargo movements in and out of the Site.. Future work also includes rail sidings off of the existing mainline to the east to be used for the shipment of cargo going as well.

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?

Project construction activities will generate a small, temporary increase of vehicular trips compared to the vacant site during non-construction times. This construction activity traffic will include large dump trucks with trailers delivering construction materials to the Site on a periodic basis and is estimated to be approximately 79 trucks per day. This increase in traffic would be short-term during construction.

Vehicular traffic on surface streets is not expected to be near as high as what has been previously generated by the Site when the K-C factory was operational. During operation, the K-C facility created approximately 220 truck trips and 500 employee trips for a total of 720 average daily traffic (ADT). The MIE Action at Norton Terminal is anticipated to generate fewer trips than historic numbers.

No increase in vessel traffic is expected to occur associated with the MIE Action, and vessel traffic contributing cargo to MIE at Norton Terminal was addressed as part of the South Terminal Modernization project.

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.

The Project will not interfere with, affect, or be affected by the movement of agricultural and forest products.

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

All trucks entering and leaving the Port's existing and proposed 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.

Because the proposed action will not have a new net impact on the neighboring road system as compared to historic levels, the Port does not anticipate that the requirements of Ch. 82.02 RCW have been met to warrant imposition of traffic impact fees on this Project.

15. Public Services

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

No 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 operations at the proposed 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 proposed improvements will be done in full compliance with all applicable city, state, and federal building, safety, and environmental codes and standards and also in accordance with the Port's own BMPs for safety and environmental protection.

16. Utilities

a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____ communications (Frontier cable)

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.

Electricity will be provided by the Snohomish County PUD
Water and sanitary sewer will be provided by the City of Everett
Refuse service will be provided by Rubatino
Natural gas service will be provided by Puget Sound Energy
Telephone service will be provided by Frontier or Xfinity

Please see section A.11 for more detail.

A future phase of the overall Site will include a new PUD substation.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Signed with OnTask.io — 0242AC120002

Name of signee John J. Klekotka

Position and Agency/Organization Chief of Engineering & Planning, Port of Everett

Date Submitted: March 09, 2021

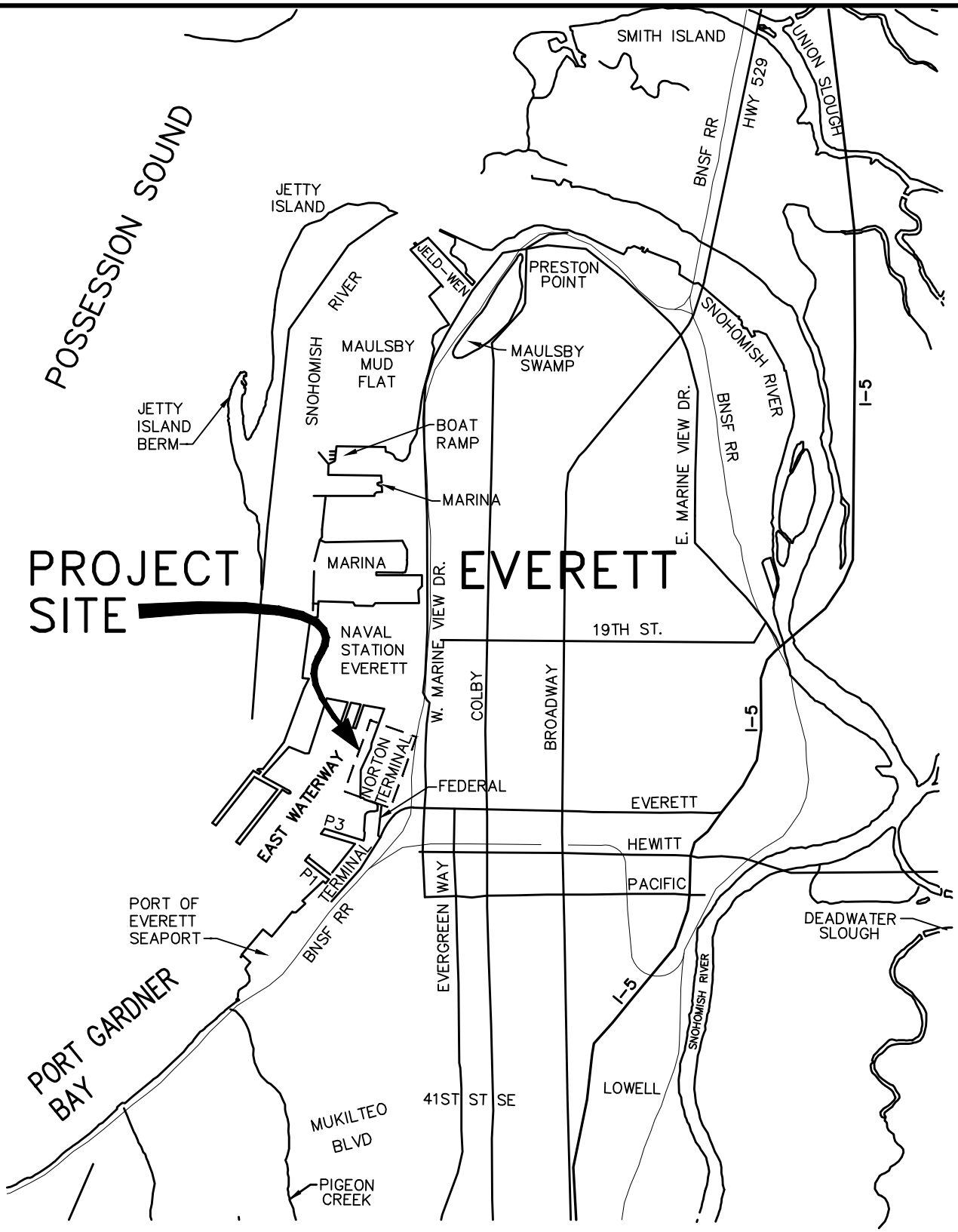


FIGURE 1

VICINITY MAP

SCALE: NTS

N

03-02-2021

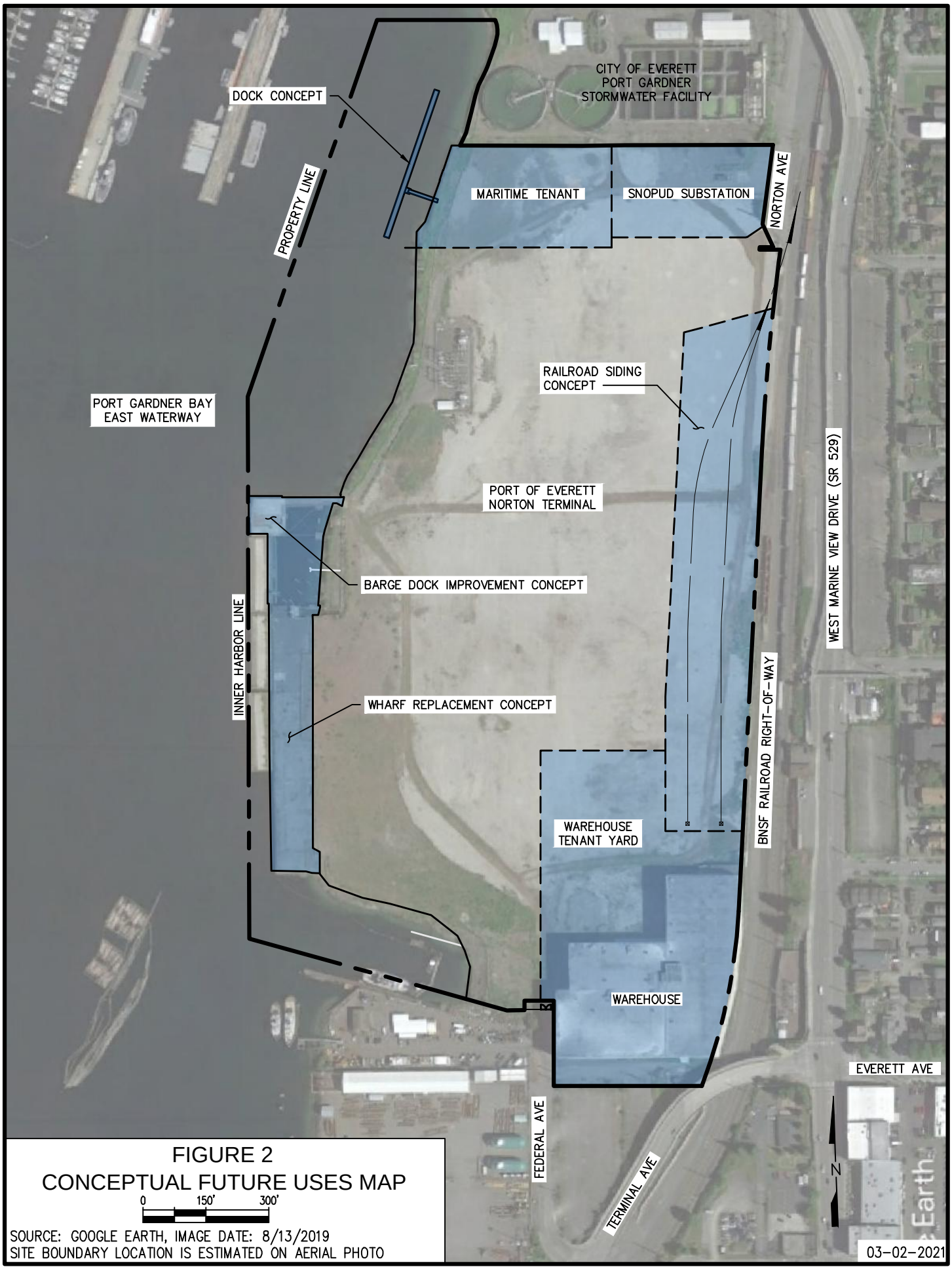


FIGURE 2

CONCEPTUAL FUTURE USES MAP

SOURCE: GOOGLE EARTH, IMAGE DATE: 8/13/2019
SITE BOUNDARY LOCATION IS ESTIMATED ON AERIAL PHOTO

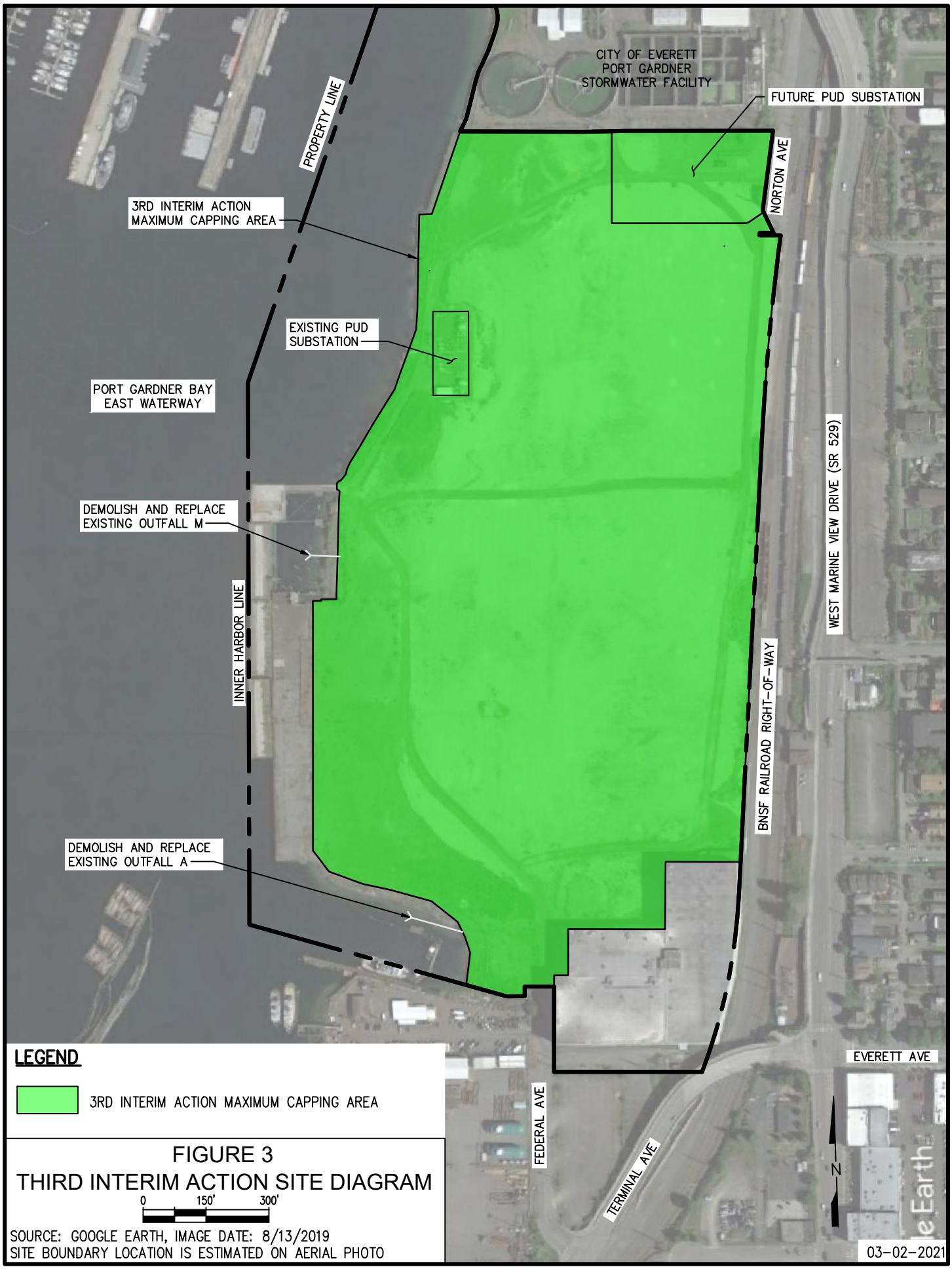
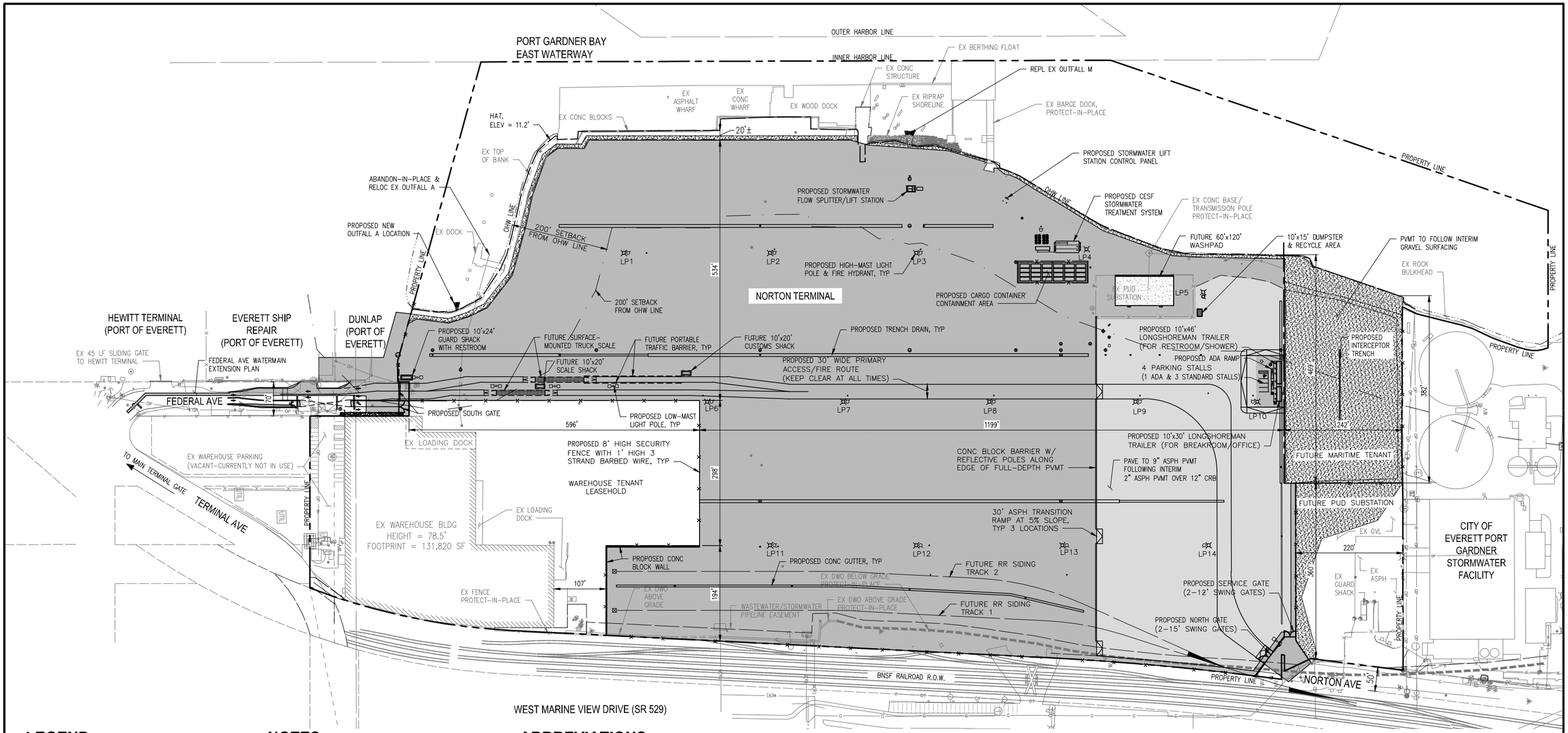


FIGURE 3
THIRD INTERIM ACTION SITE DIAGRAM

SOURCE: GOOGLE EARTH, IMAGE DATE: 8/13/2019
SITE BOUNDARY LOCATION IS ESTIMATED ON AERIAL PHOTO



LEGEND

- LP1 — PROPOSED 75' HIGH-MAST LIGHT POLE
- PROPOSED 30' LOW-MAST LIGHT POLE

PAVEMENT PHASING:

- 9" ASPH PVMT OVER 12" CRB (APPROX 26.8 ACRES)
- PAVE TO 9" ASPH PVMT FOLLOWING INTERIM 2" ASPH PVMT OVER 12" CRB, (APPROX 6.5 ACRES)
- PAVEMENT TO FOLLOW INTERIM GRAVEL SURFACING

NOTES

1. SITE AREA:
   LANDWARD OF OHW = 1,985,647 SF (45.6± AC)
   WATERWARD OF OHW = 548,392 SF (12.6± AC)
   TIDELANDS = 509,282 SF (11.7± AC)
   TOTAL = 2,534,039 SF (58.2± AC)
2. SITE BUILDING COVERAGE:
   EXISTING WAREHOUSE FOOTPRINT = 131,820 SF
   12'x30' GUARD SHACK = 360 SF
   2 – 10'x20' SECURITY SHACKS = 400 SF
   10'x30' LONGSHOREMAN TRAILER FOR BREAKROOM/OFFICE = 300 SF
   10'x46' LONGSHOREMAN TRAILER FOR RESTROOM/SHOWER = 460 SF
   SITE BUILDING COVERAGE = 6.7%
   [(131,820+360+400+300+460)/1,985,647]

ABBREVIATIONS

ADA	AMERICAN WITH DISABILITIES ACT
APPROX	APPROXIMATELY
ASPH	ASPHALT
CESF	CHEMICALLY ENHANCED SAND FILTRATION
CONC	CONCRETE
CRB	CRUSHED ROCK BASE
DWO	DEEP WATER OUTFALL
ELEV	ELEVATION
EX	EXISTING
HAT	HIGHEST ASTRONOMICAL TIDE
LF	LINEAR FEET
MTCA	MODEL TOXICS CONTROL ACT
OHW	ORDINARY HIGH WATER
PVMT	PAVEMENT
RR	RAILROAD
TYP	TYPICAL
W/	WITH

100' 0 200'
50' 100'

VERT DATUM: NAVD 88
CONV TO MLLW = NAVD88+2.03
HORZ DATUM: NAD 83/91

DRAFT - (DO NOT USE FOR CONSTRUCTION)

IF SHEET IS LESS THAN 11x17 REDUCE SCALE ACCORDINGLY

Port of EVERETT
P.O. BOX 538
EVERETT, WA 98206
(425) 259-3164

kpff
1601 5th Avenue, Suite 1300
Seattle, Washington 98101
(206) 382-0600 Fax (206) 382-0500
PROJECT NO. 1600120

NO.	DATE	BY	REVISION

NO.	DATE	BY	REVISION

PROJECT ENGINEER:	SCALE:
DESIGNED BY:	DATE: 03/02/2021
DRAWN BY:	CHECKED BY:
APPROVED BY:	

PORT OF EVERETT

MTCA INTERIM ACTION AND MARITIME INDUSTRIAL EXPANSION SITE PLAN

FIG. NO. 4

CIP NO. 1-8-900-05

ONTASK

SIGNATURE CERTIFICATE

Workflow Reference: ecc1a5a1-8043-11eb-b525-0242ac120002

SIGNED BY	AUDIT TRAIL
Johnk@portofeverett.com IP Address: 24.16.92.137, 10.200.3.90	09-Mar-2021 11:06 AM EST Document accepted & signed Reference ID: 16b8bfb8-8044-11eb-aaba-0242ac120002