DREDGING CONNECTOR CHANNEL AND NORTH MARINA APPROACH

ENVIRONMENTAL CHECKLIST

Port of Everett

December 2021

Port of Everett

Dredging Connector Channel and North Marina Approach

Applicant

Port of Everett
Attn.: Laura M. Gurley
PO Box 538
Everett, WA, 98206
(425) 388-0720

December 2021

TABLE OF CONTENTS

Appendices

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable: Dredging Connector Channel, Guest Dock 8 and North Marina Approach

2. Name of applicant: Port of Everett

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

Applicant Contact: **Port of Everett**
Attn.: Laura M. Gurley
PO Box 538
Everett, WA 98206
Phone: (425) 388-0720
Email: LauraG@portofeverett.com

4. Date checklist prepared: December 17, 2021

5. Agency requesting checklist:

The Port of Everett (hereafter referred to as the Port) is the Lead Agency for State Environmental Policy Act (SEPA) compliance in accordance with Washington Administrative Code (WAC) 197-11-050.

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

It is expected that work may be completed in phases to allow costs to be spread out over time if necessary. However, it is anticipated that all the dredging will occur in one event that will start late summer or fall of 2022 and be completed by mid-February 2023, consistent with agency-approved in-water work windows for the protection of sea life. If it is necessary to perform the work in phases, the work would occur during the same window of subsequent years and will be consistent with agency approved in-water work windows.

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

Currently, there is no further activity connected with this particular proposal. However, future maintenance dredging projects at these sites will likely be necessary to maintain adequate depths in these areas.

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

The following reports/information are incorporated by reference and attached to this environmental checklist:

- Biological Evaluation (December 17, 2021)
- Macro Vegetation Survey (December 14, 2021)
- Joint Aquatic Resource Permits Application (JARPA) Drawings (December 2021)

- Sediment Suitability Determination, Dredge Material Management Office (DMMO), North Marina, August 2021
- Sediment Suitability Determination, Dredge Material Management Office (DMMO), Boat Launch and Connector Channel, August 2021

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 is currently an effort to dredge an interim channel to provide emergency access from the Boat Launch to the Federal Navigation Channel to allow for emergency services to respond to maritime situations. The Port will also be dredging the Boat Launch basin during the winter of 2021/2022. Additionally, the U.S. Army Corps of Engineers is under way with maintenance dredging of the Snohomish River Federal Navigation Channel in the vicinity of the site.

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

The following permits/approvals have been identified for this proposal:

Shoreline Substantial Development Permit ..... City of Everett
Hydraulic Project Approval .....Washington State Department of Fish and Wildlife
Aquatic Site Use Authorization ..... Washington State Department of Natural Resources
Section 401 Water Quality Certification ..... Washington State Department of Ecology
Coastal Zone Management Certification ..... Washington State Department of Ecology
Section 404 .....US Army Corps of Engineers

Other permits/approvals may be identified during the review and permitting process.

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.

The Port is proposing this dredging in response to unprecedented accumulation of river sediments in recent years that is impeding use of existing facilities. A significant sandbar has formed in the Snohomish River immediately adjacent to existing Port facilities where dredging has never been necessary before. Historical National Oceanic and Atmospheric Administration (NOAA) navigation charts indicate the natural depths of the east side of the river have been growing more shallow with the significant deposition of sediments north of the project area starting in the late 1990s. By the late 2000s shoaling is apparent immediately north of the boat launch and Guest Dock 8 (Jetty Island Ferry dock). It is only in recent years that the shoaling has significantly affected use of these facilities at lower tides. The North Marina Approach area is adjacent to the U.S. Army Corps of Engineers' Downstream Settling Basin, of which, dredging is allowed to -20 feet Mean Lower Low Water (MLLW) + 2 feet overdredge. The last time this was dredged to its full depth was in 2018. The North Marina's allowable dredge depth is -14 feet (MLLW) + 2 feet overdredge. The North Marina Approach footprint is a narrow area oriented north/south between the dredge footprints of the Settling Basin and the North Marina. Because it has not been dredged as part of either of those adjacent dredge projects, it has become a shallow ridge of sediment that is impeding use of the guest dock and entry into the North Marina.

Two adjacent areas are proposed to be dredged:

Connector Channel: This dredge area is located between the existing boat launch facility and the existing Federal Navigation channel and the area immediately west of Guest Dock 8 (Jetty Island Ferry area). The area is 1.9 acres and will be dredged to -10 feet (MLLW) + 2 feet allowable overdredge to match the depth authorized for the boat launch basin. Anticipated volume is 23,700 cubic yards (CY).

North Marina Approach: This dredge area is located on the west side of existing Guest Dock 7 which also serves as a breakwater for the North Marina. It is a narrow strip adjacent to the footprint of the existing Federal Navigation downstream settling basin and the previously authorized North Marina dredge footprint. The area is 0.30 acres and will be dredged to -14 feet Mean Lower Low Water (MLLW) + 2 feet allowable overdredge to match the depth authorized for the North Marina basin. Anticipated volume is 3,745 CY.

In total, these combined elements will result in dredging of 2.2 acres and approximately 27,445 CY of river sediment.

Dredging will be conducted using a mechanical dredge (e.g., clamshell, fixed arm excavator, etc.). Suitable dredge material will be disposed of at the Port Gardner nondispersive disposal site. The dredged material will be transported to the disposal site by bottom-dump barge. Dredging activities will likely occur during the winter months with limited daylight hours and therefore dredging may occur during both daylight and dark hours. Best Management Practices (BMPs) for mechanical dredging are presented in the attached Biological Evaluation.

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

The project is located along the east side of the lower Snohomish River channel on the waterfront in Everett, Washington. The Connector Channel project site is located adjacent to 605 10th Street and West Marine View Drive in the northwest quarter of Section 18, Township 29 North, Range 5 East, W.M. The Snohomish County Tax Parcel Numbers for the Boat Launch is 29051800200200, Guest Dock 8 is 29051800204000 and North Marina is 29051800210300. See ***Appendix A, Sheet 1-Vicinity Map***.

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, **other**:

The site is entirely submerged, subtidal land.

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

The dredge portion of the project is entirely submerged. There may be a few undulations, but no significant slopes exist in the project area. Adjacent upland areas are flat.

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 sediments consist of river sandy silt/silty sand. No agricultural land of long-term commercial significance is located on the site.

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

The City of Everett Critical Area Maps identify the adjacent uplands as a liquefaction hazard area. However, the dredging will not affect the stability of the docks and armored shorelines located near the dredge areas.

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.

No fill or upland excavation will be conducted with this project.

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

Not applicable to dredging or open-water placement at the Port Gardner open-water disposal site, as all work will occur in water.

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

No impervious surfaces are proposed.

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

The dredged material will be disposed of at the Port Gardner open-water disposal site, as approved by the DMMO. Because material will be disposed of in open water, no erosion control measures will be necessary.

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction, operation and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Dredge equipment would have routine exhaust emissions during the construction activities. The contractor's equipment will be required to meet current regulations for operations conducted under this type of work. The emissions will be similar to or

less than those of other waterborne traffic in the vicinity. No additional air emissions resulting from the project will occur once the project is completed.

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 would affect the proposal. Existing emissions include vehicles from nearby roads, train tracks, and marine vessels.

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

The duration of construction-related emissions is expected to be relatively short (approximately 60-90 days per dredging event) and would not exceed that of existing emissions in the vicinity.

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 project is located on the Snohomish River channel, which connects to Port Gardner Bay on Possession Sound.

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.

The proposed dredging would occur below ordinary high water (OHW). See section A.11 for details.

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.

In total, approximately 27,445 CY of material will be dredged over an area of approximately 2.2 acres. The Connector Channel and Guest Dock 8 area will be dredged to -10 feet MLLW + 2 feet of over-dredge allowance. The North Marina Approach portion will be dredged to -14 feet MLLW, plus 2 feet of over-dredge allowance. These volumes are based on 2017 and 2020 bathymetric survey of bed elevations within the proposed dredge footprint. The material will be disposed of at the Port Gardner open-water disposal site.

No fill is proposed.

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

Some water will be removed with dredged material. Dredging will be conducted using a combination of barge-based clamshell and /or fixed-arm excavation equipment; use of an environmental bucket is not anticipated, and no hydraulic dredging will be conducted. Typically, dredged material will be placed on small barges for dewatering. Barges will be fitted with appropriate containment basins and filter materials (e.g., nonwoven geotextile filters) at all locations, and will be filled in a manner that prevents overflow and spillage of dredged material to surface water.

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

The project area is entirely subtidal, so it is not within the floodplain.

6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

Dredging will occur within approved in-water work windows. It will be conducted in a controlled manner that limits turbidity and the dispersal of material in the water, and maintains surface quality at the mixing zone boundary.

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 ground water will be withdrawn, nor would water be discharged to ground water as a result 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.**

No waste material will be discharged into the ground as a result of the proposed project.

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.**

None. The dredging element of the proposed project will be located on submerged lands.

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

No waste materials would enter ground or surface waters as a result of the proposed project. Turbid water transported by the clamshell dredge bucket will be minimized by BMPs, as described in Section 3d.

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

The proposed project will not alter or otherwise affect drainage patterns in the vicinity of the site.

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

Conservation measures and BMPs will be employed during dredging to avoid or minimize potential adverse impacts on the aquatic environment. The following conservation measures and BMPs will be implemented:

Conservation Measures

- The dredge footprint will be within the area hitorically used to access the existing facilities.
- All in-water work will be limited to periods of time determined by state and federal agencies to avoid potential adverse effects on listed salmonids.
- If deemed necessary by Ecology, a water quality monitoring plan will be developed and implemented during construction to comply with the water quality conditions of the Section 401 Water Quality Certificate.
- All equipment will be inspected daily to ensure that it is in proper working condition.
- The contractor will be responsible for the preparation and implementation of a Spill Prevention, Control, and Countermeasures (SPCC) plan. The SPCC plan will be submitted to the project engineer prior to the commencement of any construction activities. A copy of the plan with any updates will be maintained at the work site by the contractor. The contractor will also maintain at the job site the applicable equipment and materials designated in the SPCC plan.
- 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 have a debris boom on-site for deployment around the active construction area if required by the agencies.

- All floatable debris will be collected and disposed of on land.
- Excess or waste materials, petroleum products, chemicals, or other toxic or deleterious materials will not be allowed to enter waters of the state.

Dredging BMPs

- The Port will require the contractor to utilize real-time positioning control when implementing dredging operations.
- Based on the results of water quality monitoring, operational controls may be applied to dredging, as required to meet water quality standards, including:
    - Increasing cycle time. A longer cycle time reduces the velocity of the ascending bucket through the water column, which reduces wash sediment from the bucket.
    - Eliminating multiple "bites." When the clamshell bucket hits the bottom, an impact wave of suspended sediment travels along the bottom away from the dredge bucket. When the clamshell bucket takes multiple bites, the bucket loses sediment as it is reopened for subsequent bites. Sediment is also released higher in the water column as the bucket is raised, opened, and lowered.
    - Prohibiting bottom stockpiling. Bottom stockpiling of the dredged sediment has an effect similar to that of multiple bite dredging: an increased volume of sediment is released into the water column.
- Operational controls will be applied to the return water from haul barges, including:
    - Increasing barge retention time. Increasing the time that water is held in the barge prior to discharge will reduce the turbidity of the return water.
    - Filtering return effluent. Filtering return effluent from the haul barge prevents the release of suspended solids.
- Only a bottom dump barge will be used to dispose of material at the DMMP open-water site.

4. PLANTS

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

__ deciduous tree: alder, maple, aspen, other: _____
__ evergreen tree: fir, cedar, pine, other: _____
__ shrubs
__ grass
__ pasture
__ crop or grain

__ orchards, vineyards or other permanent crops
__ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other: _____
__ water plants: water lily, eelgrass, milfoil, other: _____
X other types of vegetation

Scattered (mostly annual) algae exists on the accumulated sediment.

See ***Appendix E – Eelgrass and Macroalgae Survey*** for additional information.

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

Aquatic macrovegetation in the proposed project area is minimal given the present active use by recreational and commercial vessels and the associated scour due to vessel traffic. An aquatic vegetation survey was performed in July 2021 and did not detect any eelgrass within the dredge footprint.

c. List threatened and endangered species known to be on or near the site, if any:

There are no threatened or endangered plant species known to be on or near the project site.

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

The proposed project is located on submerged lands, so no landscaping is proposed.

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

No noxious weeds or invasive species are known to be in the project area.

5. ANIMALS

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

birds: hawk, heron, eagle, songbirds, other: osprey, waterfowl (various species)
mammals: deer, bear, elk, beaver, other
fish: bass, salmon, trout, herring, shellfish, other

Bald eagle nests are mapped southeast of the site, and the site appears to be outside of a natural urban open-space area mapped by the City of Everett. The portion of the site where work is proposed is well outside of any critical City of Everett Fish & Wildlife Habitat Conservation Areas for birds. Eagles are known to occasionally fly over the site year round, but no perching trees or snags are present within the proposed project area.

Osprey are known to nest on abandoned piling in the adjacent Maulsby Mudflat and along northern portions of Jetty Island. All ospreys are known to migrate from this region to warmer climes by late September, so they will not be present during proposed dredging operations.

Several species of marine waterfowl feed and loaf in the lower Snohomish River and Port Gardner, including cormorants, grebes, scoters, pigeon guillemot, and goldeneyes.

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

The Biological Evaluation determined that the following species were not likely to be adversely affected:

Puget Sound Chinook salmon, threatened
Coastal-Puget Sound bull trout, threatened
Puget Sound steelhead trout, threatened
Marbled murrelet, threatened
Southern resident orca, threatened

The Biologic Evaluation determined that there will be no effect on the following species:

Georgia Basin Boccacio
Georgia Basin Yelloweye rockfish
Pacific eulachon
Green sturgeon
Humpback whale
Loggerhead sea turtle
Green sea turtle
Olive Ridley sea turtle
Leatherback turtle
Oregon Spotted Frog

The following species on the Washington State Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) list occur in the vicinity of the proposed project but are not expected to be affected by the proposed work:

Dungeness crab
Pacific lamprey
River lamprey
Longfin smelt
Pacific herring
Surf smelt
Bull trout – Dolly Varden
Chinook salmon
Chum salmon
Searun cutthroat trout
Coho salmon
Pink salmon
Steelhead
Pacific sand lance
Brandt's cormorant
Marbled murrelet
Western grebe
Great blue heron
Cavity-nesting ducks
Bald eagle
Peregrine falcon
Harbor seal

See ***Appendix B – Biological Evaluation*** for additional information.

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

It is possible that salmonids may be present in the project area during migration between Puget Sound and the Snohomish River, however, agency-approved work window restrictions will be observed to avoid their peak migration season.

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

Several measures are included in the proposed project design to avoid or minimize adverse environmental impacts. Potential adverse effects on listed salmonids will be avoided or minimized through adherence to agency-approved work windows, when few juvenile salmonids and no active osprey nests will be present in the action area. The in-water work window is anticipated to last from mid-July to mid-February. The proposed dredging will restore the project footprint to depths similar to historic depth. The Port will coordinate with local, state or federal agencies should they require additional mitigation measures.

Conservation Measures

Several measures are included in the proposed project design to avoid or minimize adverse environmental impacts:

- All in-water work will be limited to periods determined by state and federal agencies to avoid potential adverse effects on listed salmonids.
- As required by Ecology, turbidity and other water quality parameters may be monitored to ensure that construction activities are in conformance with Washington State Surface Water Quality Standards, or other conditions as specified in the Ecology WQC.
- All equipment will be inspected daily to ensure that it is in proper working condition.
- The contractor will be responsible for the preparation and implementation of a SPCC Plan. The SPCC Plan will be submitted to the project engineer prior to the commencement of any construction activities. A copy of the plan with any updates will be maintained at the work site by the contractor. The contractor will also maintain at the job site the applicable equipment and materials designated in the SPCC Plan.
- Excess or waste materials, petroleum products, chemicals, or other toxic or deleterious materials will not be 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 have a debris boom on-site for deployment around the active construction area if required by the agencies.
- All floatable debris will be collected and disposed of on land.

Best Management Practices

The following BMPs will be implemented as part of the dredging project:

Mechanical Dredging BMPs

The Port will require the contractor to utilize real-time positioning control when implementing dredging operations.

Based on the results of water quality monitoring, operational controls may be applied to dredging, as required to meet water quality standards, including:

- Increasing cycle time. A longer cycle time reduces the velocity of the ascending bucket through the water column, which reduces wash sediment from the bucket.
- Elimination of multiple "bites." When the clamshell bucket hits the bottom, an impact wave of suspended sediment travels along the bottom away from the dredge bucket. When the clamshell bucket takes multiple bites, the bucket loses sediment as it is reopened for subsequent bites. Sediment is also released higher in the water column as the bucket is raised, opened, and lowered.
- Prohibiting bottom stockpiling. Bottom stockpiling of the dredged sediment has an effect similar to that of multiple bite dredging—an increased volume of sediment is released into the water column.

Operational controls will be applied to the return water from haul barges, including:

- Increasing barge retention time. Increasing the time that water is held in the barge prior to discharge reduces the turbidity of the return water.
- Filtering return effluent. Filtering the effluent from the haul barge prevents the release of suspended solids. All effluent from the barge will be filtered through nonwoven geotextile filters or a similar system.
- Material disposal. Using only a bottom-dump barge to dispose of material at the Puget Sound Dredged Disposal Analysis (PSSDA) open-water site.

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

No invasive fish species are known to be near the Marina. Norway rat and European Starling are potential species found in the area of the site.

6. ENERGY AND NATURAL RESOURCES

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

The proposed project is sediment dredging. Barges and dredging equipment will require fossil fuels for operation.

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

The proposed project will have no effect on 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:

No energy-conserving features are proposed.

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.

There is the potential for oils and grease from project equipment to enter surface waters; however, this potential will be minimized by keeping all machinery in good working order with appropriate BMPs. After the project is complete, the potential for spills will be eliminated, as the overall use of the area will remain unchanged.

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

As confirmed by the DMMO's suitability determination, sediments to be dredged that were tested, are suitable for open-water disposal.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

The Pipeline and Hazardous Materials Safety Administration of the US Department of Transportation, Public Map viewer (https://www.npms.phmsa.dot.gov/PublicViewer/composite.jsf) indicates that no gas or hazardous liquid pipe lines or liquefied natural gas plants or tanks were mapped near 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.

There will be little potential for fuels, oils, and grease from construction equipment to enter surface waters, but any risks will be minimized by keeping all machinery in good working order with appropriate BMPs. After the project is complete, the potential for spills will be eliminated, as the overall use of the area will remain unchanged.

4) Describe special emergency services that might be required.

None are anticipated.

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

Not necessary.

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 of the proposed project site (e.g., vehicular and railroad traffic, marine vessels, and aircraft) will not have an impact on the proposed project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

The noise associated with dredging activities will be temporary in nature and occur for a short duration. The noise associated with the proposed activity will be similar to normal waterborne vessel noises associated with existing activities at the Marina. Any temporary increase in noise could possibly cause salmonids and bird species to avoid the area for the duration of activities. However, the work will be conducted during agency-approved work windows when little juvenile salmon migration and no active osprey nesting occurs—approximately July 15 through February 15 of the given year.

According to Everett Municipal Code (EMC) 30.08.100(B)(4), noise emanating from marine-oriented construction sites is exempt from the noise code except between the hours of 10 PM and 7 AM. Work outside of this timeframe may require a City of Everett-approved noise variance. All Port work will comply with City of Everett codes.

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

The proposed dredging activities are anticipated to occur for only a short period of time. The work will be conducted during agency-approved work windows.

8. LAND AND SHORELINE USE

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

The project site is within the lower Snohomish River which is used for boating access and vessel traffic. The adjacent marina complex contains approximately 2,300 permanent and guest moorage slips for commercial and recreational tenants. Also adjacent is the 13 lane boat launch. The proposed dredging allow these uses on nearby or adjacent properties to continue.

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

The site has not been used for agriculture.

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:

There are no surrounding working farms or forest land in the vicinity of the site.

c. Describe any structures on the site.

The marina and boat launch contains floats, ramps, approach piers and float piles (i.e., docks) constructed of a combination of timber, steel, and concrete. All dredging activity will be performed to avoid impacts on existing structures.

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

No structures will be demolished.

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

The waterway is not classified. The current zoning classification of the adjacent land masses are Industrial Waterfront and Mixed Urban.

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

The waterway is not designated. In its Comprehensive Plan, the City of Everett classifies the adjacent land mass designation as Commercial Mixed Use and Industrial and it is within the W-C Planned Development Overlay boundary.

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

The current shoreline master program designation is Urban Maritime.

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

The adjacent uplands have been mapped as a liquefaction hazard area by the City of Everett and as having high liquefaction susceptibility by Snohomish County. The site is located at the mouth of the Snohomish River in Port Gardner Bay, which is considered an environmentally sensitive area.

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

The North Marina has approximately 25 live-aboard vessels. The North Marina Approach portion of the project will allow for continued vessel traffic to and from the North Marina. Approximately 20 Port Marina staff service the marina.

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

The completed project will not displace any people.

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

None.

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

The proposed project is consistent with the City of Everett land use plans and the Port's Comprehensive Scheme of Harbor Improvements. A City of Everett shoreline permit will need to be obtained, and the Port will follow its terms and conditions.

The proposed project is consistent with the Port's plans and maintenance of facilities.

m. Proposed measures to ensure the proposal is compatible with nearby 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 a result of the proposed 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 a result of the proposed project.

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

The dredging contractor will be directed to minimize disruption of vessel traffic in and out of the North Marina. Any vessels with port-authorized live-aboard tenants within the project area may be temporarily relocated within the Marina in order to perform dredging. Upon completion of the project, vessels will be returned to their original moorage slips.

10. AESTHETICS

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

No structures are proposed.

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

No views in the vicinity will be altered or obstructed.

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

No impacts are anticipated; therefore, no measures are proposed.

11. LIGHT AND GLARE

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

No new lighting is proposed for this project. If nighttime work is required, which could entail temporary lighting, to the extent feasible all lighting will be directed to the work area and away from the bluff to the east of the project site to avoid shining light at neighboring residences.

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

No additional light or glare will be produced by the project upon completion.

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

No off-site sources of light or glare will affect the proposed project.

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

No impacts are anticipated; therefore, no measures are proposed.

12. RECREATION

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

The adjacent marinas and boat launch are used by recreational boaters, Tribal fisherman, emergency services, and commercial fishing vessels. Grand Avenue Park (southeast of the South Marina) and Jetty Landing Park and Boat Launch are the nearest park areas. Jetty Island is west of the project area. Public access to the Marina uplands is provided via an esplanade (i.e., walkway) and multiple secure dock gatehouses.

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

Efforts will be made to keep as much of the project area as possible open throughout the duration of the project. However, for safety reasons, temporary shutdown of portions of the waterway may be necessary periodically to avoid conflicts between dredge operations and boaters. Shutdowns may include limiting access to certain

floats. Disruptions will be minimized to the extent practicable, and appropriate notice will be posted for the public and all affected boat launch facility users and marina tenants. All impacts will be temporary in nature.

The project is proposed to be conducted during the in-water work window, which may overlap with a portion of the summer boating season. Therefore, the project will be conducted in a manner to minimize impacts on boaters.

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

The project will result only in beneficial impacts to recreation by improving access and usability of the boat launch, guest docks and North Marina. In addition to the temporary interruptions described above, most of the project will be conducted in the fall and winter, which will also minimize conflicts with recreational boaters.

13. HISTORIC AND CULTURAL PRESERVATION

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

The Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) identifies four historic structures listed in the Washington Heritage Register and the National Register of Historic Places in the project vicinity:

(1) The former site of the North Coast Casket Company Building was located approximately 1,900 ft east of the proposed project site (the building was removed in 2010).

(2) The Weyerhaeuser Office Building is approximately located 500 ft southeast of the nearest portion of the proposed project site.

(3) The Butler-Jackson House is located approximately 4,000 ft southeast of the proposed project site.

(4) Remnants of the schooner *Equator* are located approximately 1,300 ft east of the proposed project site.

The proposed project consists of dredging accumulated sediments within an existing area. Therefore, no impacts on listed historic structures will occur as a result of the proposed project.

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.

DAHP WISAARD does not identify any archaeological sites in the proposed project vicinity.

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.

DAHP WISAARD was reviewed on November 22, 2021.

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.

The proposed project consists of dredging to remove accumulated sediments from nearby existing facilities. There is little likelihood that the proposed project would impinge on an undisturbed historic area, since the area proposed for dredging has been at the proposed elevations as recently as the early 1970s. In the event that a previously unknown item of possible archaeological or historic interest is discovered during project work, construction will stop immediately and notification will be provided to the City of Everett, the Tulalip Tribes, Washington State DAHP, and the US Army Corps of Engineers (USACE). A professional archaeologist will be consulted and will inspect and evaluate the discovery. The USACE will initiate the specific federal and state coordination required to determine if the discovery warrants a recovery effort.

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.

The site can be accessed from 10th Street, off of West Marine View Drive. Pacific Avenue connects West Marine View Drive to Interstate 5.

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 closest public transit stop is approximately 2,500 ft from the proposed project site. It is the Everett Transit Route No. 6 that stops at 13th Street and West Marine View Drive.

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

No parking spaces will be eliminated or constructed as a result of the proposed project.

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

No new roads or street improvements are proposed.

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 will occur adjacent to the North Marina and Boat Launch, both of which facilitate various means of water transportation such as recreational, Tribal, emergency services, and commercial vessels. The nature of the project will improve water transportation viability. There is no air or rail transportation in the immediate project area.

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 non-passenger vehicles). What data or transportation models were used to make these estimates?

No new vehicular trips will be generated by the completed 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.

No, there are no agricultural or forest products located near this proposed project.

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

No negative transportation impacts are anticipated; therefore, no measures are proposed.

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:

The proposed project will not result in an increased need for additional public services. The project will improve emergency services access to the river by those agencies that utilize the boat launch, such as Everett Police Department.

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

No impacts are anticipated; therefore, no measures are proposed.

16. UTILITIES

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

Although utilities are present in the adjacent upland area and the floats in the North Marina have utilities, there are no utilities present within the project area where dredging is proposed or where dredge materials may be placed.

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.

There are no utilities proposed under the proposed project.

C. SIGNATURE

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

Signature:  Signed with OnTask.io — 0242ac120002

Applicant Representative

Name of signee: John J. Klekotka

Position and Agency/Organization: SEPA Lead Official, Port of Everett

Date submitted: December 17, 2021, 2021

Appendix A
Dredging Connector Channel and North Marina Approach
JARPA Drawings Exhibit

Appendix B
Dredging Connector Channel and North Marina Approach
Draft Biological Evaluation

Appendix C
North Marina and Approach DMMP Suitability Determination, August 2021

Appendix D
Boat Launch and Connector Channel DMMP Suitability Determination, August 2021

Appendix E
Dredging Connector Channel and North Marina Approach
Eelgrass and Macroalgae Survey

Workflow Reference: faf1c645-5f94-11ec-9899-0242ac120002

PARTICIPANT	DETAILS
	Process started 17-Dec-2021 6:59 PM EST
johnk@portofeverett.com IP Address: 24.16.92.137, 10.200.2.122	**Document viewed** 17-Dec-2021 6:59 PM EST Reference ID: 6941aba0-5f95-11ec-adcf-0242ac120002
johnk@portofeverett.com IP Address: 24.16.92.137, 10.200.2.122	**Document accepted & signed** 17-Dec-2021 7:31 PM EST Reference ID: 6941aba0-5f95-11ec-adcf-0242ac120002
	Document has been completed 17-Dec-2021 7:31 PM EST