



**MITIGATED DETERMINATION OF NON-SIGNIFICANCE (MDNS)
PORT OF EVERETT
Dredging Connector Channel and North Marina Approach
SEPA File No. 2021-06**

DESCRIPTION OF PROPOSAL: 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. Two adjacent areas are proposed to be dredged:

Connector Channel: This dredge area is located between the existing Jetty Landing 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.

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.

PROPONENT AND LEAD AGENCY: Port of Everett

LOCATION OF PROPOSAL: 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.

DETERMINATION: The Lead Agency for this proposal has determined that this proposal, in conjunction with Best Management Practices (BMPs) and conservation measures, will not have a probable significant

adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21 and WAC 197-11. This determination assumes compliance with federal and State law as well as City of Everett ordinances related to general environmental protection. This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

It is the policy of the Port that, when undertaking an action involving the exercise of substantive SEPA authority, the Port shall consider, as appropriate under the circumstances, the ramifications of such action as to one or more of the factors listed in Port of Everett Resolution 1046, Substantive Authority.

Mitigation Measures

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.

1. Actions to avoid, minimize and mitigate potential adverse effects on ESA species of concern and, as a result function as conservation measures, will include appropriate use of the mitigation measures described in the proposal's Biological Evaluation. This will include various measures to protect water quality, minimize turbidity, and avoid adverse effects on listed species during construction activities. All in-water work will also occur during agency-approved work windows when few out-migrating juvenile salmon are present in the nearshore of Port Gardner.
2. Conservation measures and Best Management Practices (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:
 - a. Conservation Measures
 - i. The dredge footprint will be within the area historically used to access the existing facilities.
 - ii. 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.
 - iii. 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.
 - iv. All equipment will be inspected daily to ensure that it is in proper working condition.
 - v. 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.
 - vi. 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.
 - vii. The contractor will have a debris boom on-site for deployment around the active construction area if required by the agencies.
 - viii. All floatable debris will be collected and disposed of on land.

- ix. Excess or waste materials, petroleum products, chemicals, or other toxic or deleterious materials will not be allowed to enter waters of the state.
- b. Dredging BMPs
 - i. The Port will require the contractor to utilize real-time positioning control when implementing dredging operations.
 - ii. Based on the results of water quality monitoring, operational controls may be applied to dredging, as required to meet water quality standards, including:
 - 1. 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.
 - 2. 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.
 - 3. 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.
 - iii. Operational controls will be applied to the return water from haul barges, including:
 - 1. 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.
 - 2. Filtering return effluent. Filtering return effluent from the haul barge prevents the release of suspended solids.
 - iv. Only a bottom dump barge will be used to dispose of material at the DMMP open-water site.

Note: Issuance of this threshold determination does not constitute approval of local, state, and federal permits. Construction contractors shall comply with all applicable permit conditions.

This MDNS is issued under WAC 197-11-340(2) and WAC 197-11-350.

PUBLIC AND AGENCY COMMENT: The lead agency will not act on this proposal for 14 days from the published date below. Comments must be submitted in writing by **5:00 P.M. January 5, 2022** to the Responsible Official as named below. Comments will not otherwise be accepted by telephone or personal conversation. For general project related questions or additional information, please contact Laura M. Gurley, Planner, at 425-388-0720 or e-mail laurag@portofeverett.com.

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E-mail: SEPAComments@portofeverett.com, subject line: “Dredging
Connector Channel and North Marina Approach”

Signature: 
Signed with OnTask.io — 0242ac120002

Date: December 17, 2021

Published on Port Website: December 21, 2021

Posted: December 21, 2021

Mailed: December 21, 2021

APPEALS: There is no administrative appeal for this determination per Port of Everett SEPA Resolution 1046.

Procedures for appeal of this SEPA threshold determination are set forth in Chapter 43.21C RCW including, without limitation, RCW 43.21C.060, 43.21C.075, and RCW 43.21C.080 and Chapter 197-11 WAC including, without limitation, WAC 197-11-680.

Workflow Reference: bc9c7a0b-5f95-11ec-adcf-0242ac120002

PARTICIPANT

DETAILS

Process started
17-Dec-2021 7:02 PM EST

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Document viewed
17-Dec-2021 7:02 PM EST
Reference ID: ceff5b5f-5f95-11ec-adcf-0242ac120002

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IP Address: 24.16.92.137,
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Document accepted & signed
17-Dec-2021 7:33 PM EST
Reference ID: ceff5b5f-5f95-11ec-adcf-0242ac120002

Document has been completed
17-Dec-2021 7:33 PM EST
