

**STATE ENVIRONMENTAL POLICY ACT**  
**DRAFT DETERMINATION OF NON-SIGNIFICANCE FOR THE**  
**Comprehensive Routine Maintenance, Repair, and Scientific Sampling Program –**  
**Maintenance Dredge Activities**

**Date Issued:** April 3, 2025  
**SEPA Lead Agency:** Port of Seattle  
**Agency File Number:** 2025-02  
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The Port of Seattle (Port) has completed an environmental analysis, including review of pertinent and available environmental information and preparation of a State Environmental Policy Act (SEPA) Checklist for the Comprehensive Routine Maintenance, Repair, and Scientific Sampling Program.

**Name of Proposal:** Comprehensive Routine Maintenance, Repair, and Scientific Sampling Program.

**Background:** The Port of Seattle has completed an environmental analysis to meet its obligations and comply with the State Environmental Policy Act (SEPA), Chapter 43.21 RCW, pertaining to activities included in the Comprehensive Routine Maintenance Repair, and Scientific Sampling Program (Program). The Program will consist of routine maintenance, repair, relocation, replacement and/or demolition of its structures (e.g., piling, outfalls, bulkheads, fender systems, slope stabilization, etc.) and utilities (e.g., water, storm, electrical, etc.), maintenance dredging, and sediment sampling. The Program area is the entirety of the Port's marine and freshwater facilities, and a project area will be the specific terminal, wharf, or other facility type that will undergo the activity at any given time over the course of the Program. The repair and maintenance activities associated with the Program are similar activities conducted periodically at different facilities, the timing, location, and nature of which occur on an as-needed basis depending on the current condition of Port infrastructure, as well as in response to unanticipated damage to Port infrastructure.

Because the Port is the proponent of the Program, it is acting as the SEPA lead agency for the Program. However, this SEPA Checklist and the Port's threshold determination are intended to support state and local government actions on the Program as needed, including various permits listed in response to question 10 of the SEPA checklist.

Of the Projects included in the Program, only the dredging activities are subject to SEPA review, as indicated in Table 1, below. The remainder are exempt from SEPA review or SEPA has been completed. Activities in the Program that are categorically exempt from SEPA review are identified in Table 1 and are exempt pursuant to WAC 197-11-800 (3) as repair, remodeling and maintenance activities or WAC 197-11-800(17) as information collection and research activities. The activities that are not exempt include the proposed maintenance dredge activities and maintenance of shoreline protections structures [WAC 197-11-800(3)(a,b)]. The Port has previously completed environmental review

of repair and maintenance activities associated with shoreline protection structures (SEPA#: 2019-01)<sup>1</sup> and determined the proposed activities to have no significant impact (Determination on Non-Significance, herein incorporated by reference).

**Table 1. Program activities SEPA review status.**

Activity (Replacement, Maintenance, and Repair)	SEPA Exemption	Repair and Maintenance Program SEPA Review
<b>Below High Tide Line and Overwater Work</b>		
Pile Systems		
Pile Replacement	WAC 197-11-800(3)	Minor maintenance; exempt.
Pile Repair	WAC 197-11-800(3)	Minor maintenance; exempt.
Pile Jacket Installation	WAC 197-11-800(3)	Minor maintenance; exempt.
Fender Systems and Rub Strips	WAC 197-11-800(3)	Minor maintenance; exempt.
Cathodic Protection Systems	WAC 197-11-800(3)	Minor maintenance; exempt.
Marina Piers, Ramps (gangways), and Float Assemblages	WAC 197-11-800(3)	Minor maintenance; exempt.
Boathouses, Covered Moorage	WAC 197-11-800(3)	Minor maintenance; exempt.
Overwater Safety and Security Equipment (platforms, ladders, fencing, etc.)	WAC 197-11-800(3)	Minor maintenance; exempt.
Shoreline Stabilization	Non-exempt	DNS for Bankline Repair and Enhancement Multi-site Program (2019-01)
Outfalls and Tide Gates	WAC 197-11-800(3)	Minor maintenance; exempt.
Boat Ramps, Launches (incl. vessel hoists and marine rail track systems)	WAC 197-11-800(3)	Minor maintenance; exempt.
Maintenance dredging >50 cubic yards)	Non-exempt	Checklist needed.
Maintenance dredging <50 cubic yards)	WAC 197-11-800(3)	Minor maintenance; exempt.
Geotechnical/Sediment Sampling	WAC 197-11-800(3)	Minor maintenance; exempt.
Under-Pier Utilities	WAC 197-11-800(3)	Minor maintenance; exempt.
Subtidal Utility Cable (not buried)	WAC 197-11-800(3)	Minor maintenance; exempt.
Navigational Aids	WAC 197-11-800(3)	Minor maintenance; exempt.

<sup>1</sup> SEPA#: 2019-01. Port Bankline Repair and Enhancement Multi-site Program (Bankline Program) SEPA Determination of Non-Significance is included as Attachment D to the checklist and is available by request to the Port of Seattle. The Bankline Program includes in-kind replacement of existing hard stabilization materials, such as riprap and vertical bulkheads, as well as enhancement with alternative stabilization techniques, such as slope regrading, anchored wood, riparian and emergent marsh plantings, subtidal substrate enhancement, and other soft shoreline rehabilitation techniques. These activities are included in the Port's proposed Comprehensive Routine Repair, Maintenance and Scientific Sampling Program described as "Shoreline Stabilization", and "Alternative Bankline Stabilization", and therefore SEPA # 2019-01 is incorporated herein by reference. The Bankline Program DNS included the following findings and conclusions:

- This Program involves routine repair and maintenance projects and habitat restoration.
- The Program is intended to streamline projects that will exist with or without this program while improving Port bankline function over time.
- The projects covered under the Program will not adversely impact fish, wildlife, water quality, or cultural resources and will employ conservation measures for in-water work.
- The program requires annual reporting and monitoring to ensure the success of sites authorized under the Program.

Activity (Replacement, Maintenance, and Repair)	SEPA Exemption	Repair and Maintenance Program SEPA Review
<b>On-dock Structures Minor Overwater Construction</b>		
Bull Rails – Timber/Concrete	WAC 197-11-800(3)	Minor maintenance; exempt.
Bollards/Cleats/Walers/Other Hardware	WAC 197-11-800(3)	Minor maintenance; exempt.
Existing Paved/Impervious Surfaces	WAC 197-11-800(3)	Minor maintenance; exempt.
Crane Rails	WAC 197-11-800(3)	Minor maintenance; exempt.
Safety and Security Equipment (incl. fencing)	WAC 197-11-800(3)	Minor maintenance; exempt.
Navigation Lights	WAC 197-11-800(3)	Minor maintenance; exempt.
Light Poles	WAC 197-11-800(3)	Minor maintenance; exempt.
Utilities within on-dock structures	WAC 197-11-800(3)	Minor maintenance; exempt.
Exterior Building Repair	WAC 197-11-800(3)	Minor maintenance; exempt.
<b>Beneficial Activities</b>		
Pile Removal	WAC 197-11-800(3)	Minor maintenance; exempt.
Alternative Bankline Stabilization	Non-exempt	DNS for Bankline Repair and Enhancement Multi-site Program (2019-01)
Debris Removal	WAC 197-11-800(3)	Minor maintenance; exempt.
Enhancement Pilot/Research Activities	WAC 197-11-800 (17)	Information collection and research; exempt.

**Description of Proposal:** The Port is seeking authorization for berth and channel maintenance dredge activities to address shoaling above previously dredged elevations (project elevations) to maintain current access to the Port’s terminals located in Elliott Bay including the East Waterway and West Waterway in Seattle, Washington. Maintenance dredge activities are solely intended to ensure that project elevations adjacent to berths and in the East Waterway and West Waterway channels are effectively maintained. The proposed maintenance dredge activities are separate and independent from future deepening or cleanup initiatives in portions of Elliott Bay and the East Waterway and West Waterway.

Large vessels coming into and leaving the berth areas can displace bottom sediments, resulting in scour holes and shoaling. The high spots generated by propeller-wash and other berthing activities can result in navigation hazards, which may not allow for full vessel loading. This results in economic impacts to the region from lost commerce, increased risk of environmental impacts to benthic communities from vessel groundings, and increased vessel calls of smaller cargo vessels leading to increased greenhouse gas emissions. Additionally, the potential for vessel grounding creates an unmitigated risk to safety of vessels and crews. When shoaling occurs, targeted maintenance dredging is necessary to remove the high spots to restore and maintain berth elevations, which allows terminal operators and vessels to operate safely and efficiently at full capacity.

Areas that may require maintenance dredging include adjacent to Pier 66 (Elliott Bay); within the East Waterway adjacent to Terminals 18, 25, 30 (T-18, T-25, T-30, respectively), Terminal 46 (T-46), Pier 28 (using Slip 27) and the adjacent navigation channel; and within the West Waterway adjacent to Terminal 5 (T-5), and the adjacent navigation channel. The maintenance dredging activities are intended to ensure that project elevations are effectively maintained. The proposed maintenance dredging activities are not part of the USACE’s Seattle Harbor Navigation Improvement Project which includes deepening the East and West Waterway navigation channels.

**Location of Proposal:** Maintenance dredge activities will take place adjacent to Port facilities (berth and channel) located in Elliott Bay including the East Waterway and West Waterway in Seattle, Washington (Figure 1). Port facilities include:

- Pier 66: P66 is located at 2225 Alaskan Way. P66, also named Bell Street Pier, is an approximately 2,077-foot pier with concrete decking, used for moorage of large cruise and commercial vessels. It is part of the Bell Street Pier Cruise Terminal complex, which also houses the Bell Harbor International Conference Center. The Port of Seattle's Bell Harbor Marina is located at the south end of the complex, east of the pier. The P66 berth project elevation is approximately -40 feet MLLW.
- Terminal 46: T-46 is a container terminal located just north of T-30 along the shoreline of Elliott Bay near downtown Seattle. T-46 is located at 401 Alaskan Way South. This facility is primarily used for the loading and unloading of bulk cargo and containers. The T-46 berth area, waterward of the pierhead line, is 180 feet wide. The T-46 berth project elevation is approximately -50 feet MLLW.
- Terminal 30: T-30 is located along the east shoreline of the East Waterway north of Pier 28/Slip 27 and south of Slip 36 and T-46. T-30 is located at 1901 East Marginal Way South, along the eastern edge of the East Waterway. This facility has been used for the loading and unloading of bulk, neo-bulk and container cargo and cruise passengers. The T-30 berth area, waterward of the pierhead line, is 150 feet wide. The T-30 berth project elevation is -50 feet MLLW.
- Pier 28/Slip 27: Pier 28/Slip 27 is located along the east shoreline of the East Waterway and is oriented in a northwest/southeast direction between T-25 and T-30. It is located at 1901 E Marginal Way South. Pier 28 is a concrete supported wharf that is approximately 900 ft. long, located at the south edge of Terminal 30. Pier 28 supports a berthing area for cargo and barge operations. Pier 28/Slip 27 is primarily used by the Port for temporary moorage of barges (along Pier 28), which are maneuvered by tugboats. Pier 28 has been used as a railbarge transfer facility. The Pier 28/Slip 27 berth area, waterward of the pierhead line, is 120 feet wide. The Pier 28/Slip 27 berth project elevation is -40 feet MLLW.
- Terminal 25: T-25 is located along the east shoreline of the East Waterway to the south of Pier 28/Slip 27. The terminal's street address is 2917 East Marginal Way South. This facility has been used for the loading and unloading of bulk, neo-bulk, and container cargo. The T-25 berth area, waterward of the pierhead line, is 150 feet wide. The T-25 project elevation is -50 feet MLLW.
- Terminal 18: T-18 is a 196-acre multipurpose terminal located along the west side of the East Waterway on Harbor Island. The street address is 2400 11th Ave Southwest. This facility is primarily used for the loading and unloading of bulk cargo and containers. The T-18 berth area, waterward of the pierhead line, is 150 feet wide. The T-18 Berths 1 through 5 project elevations are -51 feet MLLW and berth 6 is -40 MLLW.
- Terminal 5: T-5 is a 182-acre container terminal located along the West Waterway. The site address is 3443 West Marginal Way Southwest. This terminal includes two berths with an overall length of 2,900 feet. T-5 is located on the west margin of the West Waterway, in southeast Elliott Bay. The T-5 berth project elevation is -55 feet MLLW.

**Determination:** The Port has determined the proposed Comprehensive Routine Maintenance, Repair, and Scientific Sampling Program will not have probable significant adverse impacts on the environment. As such, an environmental impact statement (EIS) is not required under the provisions of the Washington State Environmental Policy Act (RCW 43.21, WAC 197-11) and Port of Seattle SEPA Policies and Procedures (Port Commission Resolution 3650). This decision was made after review of a completed Environmental Checklist, available online at <https://www.portseattle.org/environment/sepa-nepa>.

This determination is based on the following findings and conclusions:

- The completed environmental checklist for the Comprehensive Routine Maintenance, Repair, and Scientific



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Sampling Program – Maintenance Dredge Activities did not identify potential significant adverse effects on the environment, including environmentally sensitive areas or areas designated for governmental protection.

**Supporting Information:** Information used to reach this determination is available upon request. Comprehensive Routine Maintenance, Repair, and Scientific Sampling Program Determination of Non-significance (POS SEPA File No. 2025-02), Environmental Checklist, and supporting documents are available online.

**Public and Agency Comment:** No action will be taken on this proposal until after the 14-day public comment period expires at 4:00 PM on April 18, 2025. The Port will accept public and agency comments until 4:00 PM on April 18, 2025. After April 18 the Port will (1) formally adopt this Determination of Non-Significance; (2) clarify or review the proposal; or (3) complete additional environmental analyses, as appropriate. Please refer any questions relating to this determination or to the proposed actions to Matthew Szymanowicz, Maritime Environment and Sustainability Department, P.O. Box 1209 Seattle, Washington 98111. Telephone 206-880-8762. Email the Port of Seattle SEPA address at [SEPA@portseattle.org](mailto:SEPA@portseattle.org). Include your mailing address when submitting comments to the email address.

**SEPA Responsible Official:** Sarah Ogier, Director of Maritime Environment and Sustainability

Signature:   
[Sarah Ogier \(Mar 27, 2025 19:01 GMT\)](#)

Date: Mar 27, 2025

Figure 1: Maintenance Dredge Activities Site Vicinity

