

PORT OF SEATTLE  
COMPREHENSIVE ROUTINE MAINTENANCE, REPAIR, AND  
SCIENTIFIC SAMPLING PROGRAM

STATE ENVIRONMENTAL POLICY ACT



**PORT OF SEATTLE**  
P.O. Box 1209  
SEATTLE, WA 98111  
MARCH 2025

# ENVIRONMENTAL CHECKLIST

## Comprehensive Routine Maintenance, Repair, and Scientific Sampling Program – Maintenance Dredge Activities

### Port of Seattle SEPA File #2025-02

#### Purpose

The Port of Seattle has prepared this checklist 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 protection 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).

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<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 C to this 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

The various activities identified in the Program are not physically or functionally related to each other. They are being permitted by various other agencies with jurisdiction as a group to facilitate a permitting process that is more efficient than if they were authorized on a project-by-project basis. This permitting approach reduces unnecessary administrative burden and costs while improving consistency, efficiency, and expediency of repairs. However, even though they are grouped for permitting purposes, they are not physically or functionally related to each other such that the Port is only required to conduct SEPA review of those projects within the Program that are not otherwise exempt and for which SEPA review has not been completed. See WAC 197-11-305.

Therefore, this environmental checklist focuses on potential effects of proposed maintenance dredge activities in order to support the permit authorization for the proposed Program. Table 1 summarizes the SEPA approach for all of the activities included in the Program:

**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)

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.

<b>Activity (Replacement, Maintenance, and Repair)</b>	<b>SEPA Exemption</b>	<b>Repair and Maintenance Program SEPA Review</b>
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.
<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.

## **A. Background**

**1. Name of proposed project, if applicable:**

Port of Seattle Comprehensive Routine Maintenance, Repair and Scientific Sampling Program (Program) - Maintenance Dredging

**2. Name of applicant:**

Port of Seattle

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

Matt Szymanowicz, Senior Environmental Management Specialist

Port of Seattle, Pier 69

2811 Alaskan Way

Seattle, WA

Phone: (206) 880 8762

**4. Date checklist prepared:**

March 26, 2025

**5. Agency requesting checklist:**

Port of Seattle (the Port)

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

Maintenance dredge activities will occur as needed throughout the 10-year authorization of the Program to address shoaling above previously dredged elevations (project elevations), which limits berthing and/or navigational access to Port facilities by deep draft vessels.

Maintenance dredge activities will be limited to in-water work periods determined appropriate by participating state and federal agencies to avoid potential adverse effects on migratory fish.

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

The proposed maintenance dredge activities are part of a comprehensive maintenance and repair permit authorization (Port of Seattle Comprehensive Routine Maintenance, Repair and Scientific Sampling Program; NWS-2024-311-WRD) for routine repair and maintenance activities at Port facilities. All other activities included in the permit authorization are exempt from environmental review or have already been reviewed and a determination of non-significance issued (see Table 1). The Program includes maintenance dredge activities at Port facilities (berths and adjacent channels) in Elliott Bay including the East Waterway and West Waterway. Related activities include replacement of fender piling that are damaged by dredging activities on an “as-needed” basis (within required work windows). There are no current plans for additions, expansion or changes in structures or uses at the Port facilities included in this program.

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

In addition to the information in Table 1, the following information has been prepared to support environmental review and permitting documentation for the Port's proposed Program:

- Joint Aquatic Resources Permit Application (JARPA).
- Biological Evaluation and Essential Fish Habitat Assessment.
- Coastal Zone Management Act Consistency Form.
- City of Seattle Shoreline Substantial Development Permit (SSDP) Exemption Letters.

As maintenance dredge needs are identified over the duration of the Program, individual maintenance dredge projects will be conducted at the specific facilities across the Program area, as described in this checklist (see Part A, subpart 12 below). Each maintenance dredge project will require a discrete notification and authorization process through the Dredge Material Management Program (DMMP) and associated Dredged Material Management Office (DMMO). Additional environmental information related to sediment quality will be documented on a project-by-project basis, in the Suitability Determination prepared by the DMMO.

The Port or its contractor will develop a Construction Workplan outlining the proposed equipment and volumes associated for each maintenance dredge event. The Construction Workplan will be submitted to the U.S. Army Corps of Engineers (USACE) and then USACE will distribute the Construction Workplan to other applicable agencies including the Environmental Protection Agency (EPA) DMMO representative(s) and EPA Superfund manager(s), Washington Department of Natural Resources (DNR), and Washington Department of Ecology (Ecology). Prior to commencement of work, the DMMO must issue approval of the proposed maintenance dredge activity. Additionally, the Port or its contractor will develop and submit a specific Water Quality Monitoring and Protection Plan (WQMPP) for each maintenance dredge project for approval by Ecology in compliance with Section 401 of the Clean Water Act.

**9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

The USACE received Congressional authorization for the Seattle Harbor Navigation Improvement Project which includes deepening the Federal Navigation Channel in the East Waterway and West Waterway to -57 feet MLLW. The USACE intends to complete the deepening of the West Waterway in 2027, and the East Waterway in 2035. The deeper waterways will accommodate larger container ships' draft requirements.

The United States (U.S.) Coast Guard (Coast Guard) is planning to modernize and enhance existing facilities and infrastructure at Base Seattle (Terminal 46). This includes land acquisition, structure demolition and construction, and infrastructure expansion and upgrades. The USCG released a Final Programmatic Environmental Impact Statement on November 15, 2024 and the Record of Decision is pending.

The Port is not aware of any other applications pending for governmental approvals of other proposals directly affecting the Port facilities included in the Program, at this time.

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

The following permits and regulatory approvals are being or will be requested by the Port for Program compliance:

- USACE – Clean Water Act, Section 404 permit/Rivers & Harbors Act, Section 10 permit
  - Section 408 Review
  - Tribal coordination (Muckleshoot & Suquamish Indian Tribes)
  - Endangered Species Act (ESA) Section 7 consultation (NOAA Fisheries & USFWS)
  - Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) coordination (EPA)
  - Model Toxics Control Act (MTCA) coordination (Ecology)
  - Department of Archaeological and Historic Preservation (DAHP) review
  - United States Coast Guard (USCG) coordination
- Ecology – Section 401 Water Quality Certification
- Ecology – Coastal Zone Management Act Consistency Determination
- Washington Department of Fish and Wildlife – Hydraulic Project Approval
- Washington Department of Natural Resources – Site Use Authorization
- Dredged Material Management Office – Suitability Determination
- City of Seattle – Shoreline Substantial Development Permit Exemption

**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 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. As described further below, the proposed maintenance dredge activities are separate and independent from future deepening 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 a 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 (see Attachment A). The maintenance dredging activities are intended to ensure that project elevations are effectively maintained. The proposed maintenance dredging activities of the Program are not part of the USACE's Seattle Harbor Navigation Improvement Project which includes deepening the East and West Waterway navigation channels.

Current project depths in the East Waterway are based on previously dredged depths and vary based on location. Authorized depths range from -34 feet to -51 feet MLLW, plus one foot of advance maintenance, and two feet of allowable over-dredge; maintenance dredging will occur entirely within the deep subtidal zone (approximately -37 feet to -54 feet MLLW). Following completion of the USACE's Seattle Harbor Improvement Navigation Project the project depth of the federal navigation channel will be -57 feet MLLW, while the southern end of the East Waterway will have no change to the previous project depth of -34 feet MLLW (USACE 2017). The Port intends to maintain berth and channel areas of the East Waterway to the current project depth until the deepening project is complete. After the deepening project, the Port will maintain berth and channel areas to the new approved project depths if maintenance dredge activities are necessary.

The Port intends to maintain the existing depths in the West Waterway to provide safe navigation and access to berth terminals (approximately -50 to -60 MLLW). As part of the Seattle Harbor Navigation Improvement Project the USACE intends to deepen the West Waterway channel areas to -57 feet MLLW. Following completion of the deepening project, the Port may perform maintenance dredge activities of the channel areas to the project depth of -57 feet MLLW if required to maintain vessel access to terminal berths. The Port recently completed the T-5 Berth Modernization Project which deepened the berth areas to -55 feet MLLW. The Port intends to maintain T-5 berth areas to the current depths (-55 feet MLLW).

Table 2 includes the maintenance dredge locations and volume estimates. The volume estimates are based on recent bathymetric survey data available for the berth and channel areas. In areas where recent bathymetric survey data are not available, or where deepening has recently occurred or is planned to occur, the estimates assume that some future shoaling will occur and are based on past maintenance dredge volumes for those areas. The Port does not propose to

remove the full volume listed during a single dredge event but intends to remove high spots as needs arise. Actual locations and volumes may vary from the table below, but the total cumulative volume will not exceed the maximum volume requested in the permit application.

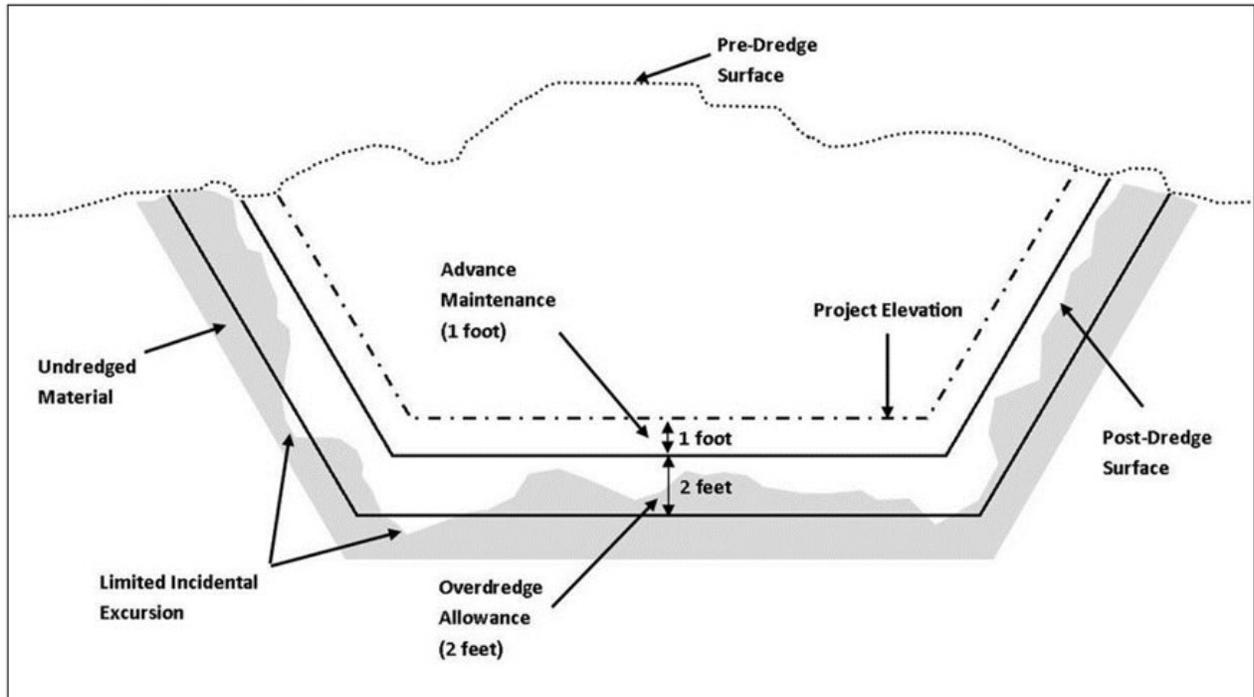
**Table 2. Maintenance dredge location, elevations, and estimated volumes.**

Location	Project Elevation (MLLW)	Elevation after 1-foot Advance Maintenance (MLLW)	Elevation after 2-feet of Allowable Over-dredge (MLLW)	Approximate Total Surface Area (Acres) of Maintenance Dredge over the duration of the permit	Approximate <sup>1</sup> Total Volume (Cubic Yards) of Maintenance Dredge over the duration of the permit
East Waterway Navigation Channel (North of Station 49+50)	-51	-52	-54	3.7	18,000
East Waterway Navigation Channel (South of Stations 49+50)	-34	-35	-37	3.1	15,000
T-18 Berth (Stations 000+00 to 49+50)	-51	-52	-54	2.5	12,000
T-18 Berth (Stations 49+50 to 61+50)	-40	-41	-43	3.7	18,000
T-25	-50	-51	-52	4.1	20,000
Pier 28/Slip 27 <sup>2</sup>	-40	-41	-43	1.1	5,000
T-30	-50	-51	-53	2.5	12,000
T-46	-50	-51	-53	8.2	40,000
T-5 <sup>3</sup>	-55	-56	-58	2.5	12,000
West Waterway Navigation Channel (Existing)	-51	-52	-53	4.1	20,000
West Waterway Navigation Channel <sup>4</sup>	-57	-58	-60	2.5	12,000
Pier 66	-40	-41	-43	1.2	6,000
				<b>TOTAL</b>	<b>190,000</b>
<b>Table Notes:</b>					
<ol style="list-style-type: none"> <li>1. These are conservative volume estimates based on recent bathymetric survey data where available, or historical maintenance dredge volumes at certain locations, and assume a 20 percent contingency.</li> <li>2. Based on current bathymetric survey information, maintenance dredging is not required at Pier 28/Slip 27 at this time, however the Port estimates a baseline of 5,000 CY of dredge material to account for potential future maintenance requirements.</li> <li>3. Since T-5 berths were recently deepened to a depth of -55 feet MLLW and current bathymetric data is not available for the new depths, estimates are based on past maintenance dredge volumes completed by the Port.</li> <li>4. Future maintenance dredge volumes of the West Waterway navigation channel following completion of the USACE's Seattle Harbor Navigation Improvement Project are unknown at this time, however if shoaling occurs above the future depths, the Port may maintain the channel areas as needed for vessel access to the Port's berth areas.</li> </ol>					

Maintenance is anticipated to be conducted every 3 to 5 years based on the frequency of high spot formation. The Port proposes to limit maintenance dredging to 30,000 cubic yards per dredge year, and up to a total not to exceed 190,000 cubic yards of material for all projects anticipated to fall within the Program, although the actual dredge volume is expected to be

significantly less based on current maintenance needs. This volume estimate is the maximum of the sum of all projects, and is conservative based on a worst-case scenario for the volume of dredged material that could occur, and accounts for 1 foot of advance maintenance, plus 2 feet of allowable overdredge, as shown in the following typical dredge prism schematic (Figure 1).

**Figure 1. Typical Dredge Prism.**



Each maintenance dredging project requires a discrete notification and authorization process through the DMMP and DMMO. The Port or its contractor will develop a Construction Workplan outlining the proposed equipment and volumes associated for each maintenance dredge event; the Construction Workplan will be submitted to USACE and then USACE will distribute the Construction Workplan to other applicable agencies including EPA DMMO representative(s) and EPA Superfund manager(s), WADNR, and Ecology. Prior to commencement of work, the DMMO must issue approval of the proposed maintenance dredge activity.

Dredging will be accomplished using mechanical dredging equipment; no hydraulic dredging is proposed under this Program. The description of mechanical dredging in this section is adapted from the USACE technical publication Technical Guidelines for Environmental Dredging of Contaminated Sediments (ERDC/EL TR-08-29; USACE 2008).

Mechanical dredging is often selected for projects in confined areas and around docks and is one of the few methods that can also remove large debris that may be encountered in the dredge prism. The Port proposes to use a clamshell bucket (or similar) or an enclosed environmental bucket where appropriate, depending on the specific location conditions and sediment characteristics.

Disposal of all dredged sediments removed as part of the Program will be conducted in strict compliance with the requirements of the DMMP, DNR, Ecology, USACE, EPA, and other agencies with jurisdiction. The East Waterway is an Operable Unit of the Harbor Island Superfund Site, and

the sediments produced from dredging within the East Waterway could be unsuitable for DMMP unconfined open water disposal. The Port will conduct DMMP characterization of maintenance dredge areas that it believes may be suitable for DMMP open water disposal (e.g., T-46). The Port will prepare a DMMP Sampling and Analysis Plan (SAP) in coordination with the DMMO and EPA. The SAP will also include sampling for characterization of the post-dredge subsurface layer (i.e., Z-layer) to determine whether newly exposed sediment concentrations meet Washington State's anti-degradation policy. Dredged sediment determined to be suitable for DMMP open water disposal will be placed by the dredge equipment into a hopper barge or bottom dump barge (or split hull barge) for transport and placement into the Elliott Bay Unconfined Open Water Disposal Site.

Dredged sediments unsuitable for DMMP open water disposal will be placed by the dredge equipment into a haul barge for transport to an upland offloading facility and then transported to a permitted upland landfill. If sediment is temporarily stockpiled, the offloading site will include drainage and temporary erosion and sedimentation controls to prevent the uncontrolled release of sediment or effluent to aquatic or upland areas.

Some maintenance dredge areas may need to be backfilled with clean imported granular sand and gravel if maintenance dredging impacts slope stability (e.g., at the toe of riprap slopes or at sheet pile toe walls). In these instances, clean backfill material will be placed with the same equipment used for dredging. The backfill will be tested against Ecology's Sediment Management Standards (SMS) to ensure that the material meets the Sediment Quality Standards (SQS) for metals and is below screening levels for SMS organic compounds.

If dredging has the potential to expose higher-than-existing contaminant concentrations in the Z-layer, then a clean material cover may be required by the DMMO pursuant to anti-degradation policy standards enforced by the EPA. Material used to comply with anti-degradation policy standards will meet the backfill specifications described above.

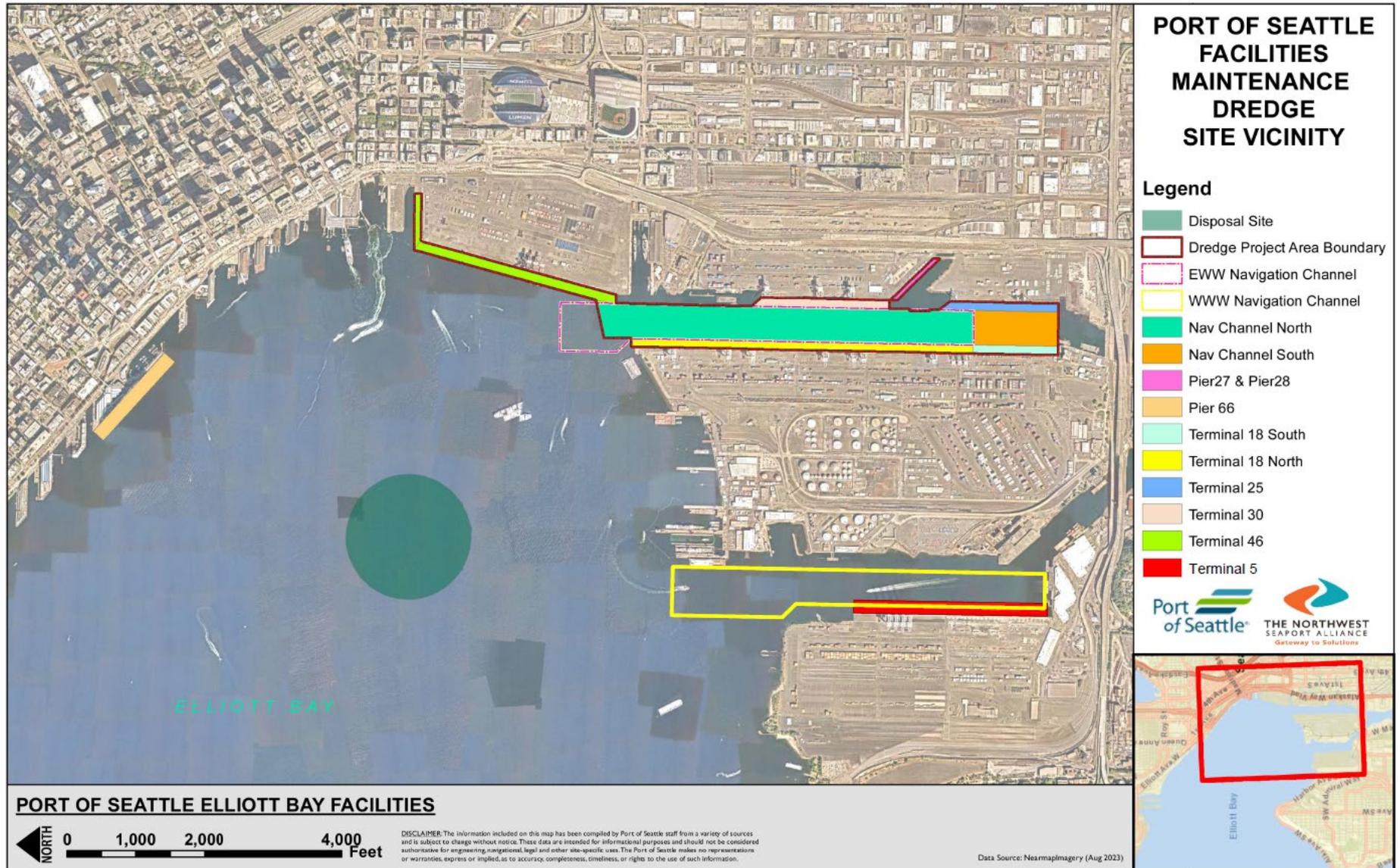
**12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the 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.**

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 2). 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.

Figure 2: Maintenance Dredge Activities Site Vicinity



## B.Environmental Elements

### 1. Earth

#### a. General description of the site:

Bathymetry within the Program area where maintenance dredge activities may occur generally includes underpier slopes that decrease in elevation toward the berth and channel areas. The berth and channel areas range in depth based on previously dredged project elevations generally from -34 feet MLLW to -51 feet MLLW in the East Waterway and Elliott Bay. The Port recently completed a deepening project in the West Waterway adjacent to T-5, bringing the project elevation to -55 feet MLLW. The USACE is planning to complete the deepening of the West Waterway in 2026, bringing the project elevation in the West Waterway to -57 feet MLLW.

Circle or highlight one: **Flat**, rolling, hilly, steep slopes, mountainous, other:

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

The steepest slopes at Port facilities are the steeply sloped armored banks (approximately 50% slope).

#### 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.

Port facilities in Elliott Bay and the East and West Waterway are constructed on filled former tideland area of the Duwamish River estuary. Fill consists of sediments dredged from the previous tideland area, excavated in the first two decades of the last century to create deep draft navigational access in south Elliott Bay, and more recently placed fill materials from adjacent upland locations. The Port facilities have no previous, existing, or potential agricultural use. Soils on site are generally industrial fill and alluvial layers.

The sub-tidal sediments are generally characterized as silty, sandy materials overlying deeper native alluvial materials.

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

Seattle is situated in a moderately active earthquake region where the Juan de Fuca plate is thrust beneath the North American plate along the toe of the continental slope (Galster and Laprade, August 1991). The Uniform Building Code (1997 Edition) places the Puget Sound area within Seismic Zone 3, which indicates significant seismic risk. The design level earthquake for this zone is magnitude 7.0 to 7.5 with peak ground acceleration of about 0.3g.

Maintenance dredging activities may result in some sloughing of underpier sub-tidal sediments. However, this sloughing is an anticipated result of the maintenance activities and will be accounted for in specific maintenance dredge activities project design.

- **Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

Temporary stockpiling of dredged material may occur during transfer to an off-site disposal facility. No other upland filling or grading is proposed. In-water fill and excavation associated with the maintenance dredge activities is addressed in the Section 3.a.(3) below.

- e. **Could erosion occur because of clearing, construction, or use? If so, generally describe.**

Maintenance dredge activities are limited to existing sub-tidal aquatic area, below -34 feet MLLW. No potential for erosion of upland soils or inter-tidal sediments is anticipated during maintenance dredge activities.

If sediment is temporarily stockpiled, the offloading site will include drainage and temporary erosion and sedimentation controls, such as spill plates and jersey barriers, to prevent uncontrolled release of sediment or effluent to aquatic or upland areas. The Port will implement additional best management practices (BMPs) as necessary as described in Attachment B to prevent erosion from occurring.

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

Maintenance dredge activities will not increase impervious surfaces in the Program area.

- g. **Proposed measures to reduce or control erosion, or other impacts to the earth, if any.**

Erosion control BMPs will be implemented during maintenance dredge activities consistent with the terms and conditions of applicable permits. The Port will implement BMPs as described in Attachment B to prevent erosion, or other impacts to the earth, from occurring.

## 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.**

The proposed maintenance dredge activities will result in short-term emissions from the heavy equipment used to complete dredging activities. No long-term emissions will result from the completed maintenance dredging activities.

- 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 proposed maintenance dredge activities.

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

The Port will adhere to applicable regulations for the reduction or control of emissions from proposed maintenance dredge activities. The Port will implement BMPs as described in Attachment B during the proposed maintenance dredge activities, such as conducting regular inspections of equipment to ensure that uncontrolled emissions do not occur.

### 3. Water

#### a. Surface:

- 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.**

Maintenance dredge activities will take place in sub-tidal aquatic areas within Elliott Bay including the East Waterway and West Waterway. The East Waterway and West Waterway connect Elliott Bay with the Lower Duwamish Waterway.

- 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.**

Maintenance dredge activities of berth and channel areas in the East Waterway, West Waterway, and Elliott Bay will occur in sub-tidal aquatic areas, to previously maintained project elevations. Maintenance dredging is required to continue safe berthing of vessels accessing the site. Figures showing the approximate locations where potential maintenance dredge activities may take place are included in Attachment A.

- 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 Port has identified potential locations where maintenance dredging may be required. The Port conservatively estimates a total of 190,000 CY (maximum of 30,000 CY annually) of material may be dredged for all potential maintenance projects over the 10-year period of the federally authorized permit for the proposed Program (Table 2).

Some maintenance dredge areas may need to be backfilled with clean imported granular sand and gravel in the rare case when maintenance dredging significantly removes sediment below the project elevation and slope stability is impacted (e.g., at the toe of riprap slopes or at sheetpile toe walls). In these instances, clean backfill material will be placed with the same equipment used for dredging. The backfill will typically consist of sands and gravel material up to 2-inch minus with less than 5% of the sand fraction passing the 200 sieve. Specifications will also require that backfill materials be tested against State Sediment Management Standards (SMS) to ensure that the material meets the Sediment Quality Standards (SQS) criteria for metals and is not detected for SMS organic compounds. Clean backfill material will be obtained from an approved off-site source.

If dredging activities have the potential to expose underlying subsurface with higher than existing concentrations, then a clean material cover may be required by the DMMP pursuant to anti-degradation policy standards enforced by the U.S. EPA for protecting and enhancing water quality. Material used to comply with anti-degradation policy standards will meet the backfill specifications described above.

Placement of the sand and gravel backfill or anti-degradation material will typically consist of picking it up from a material barge with a bucket or similar technology and releasing the material from just above the sediment surface, to ensure that it is deposited in a manner that meets the minimum thickness specifications. This methodology allows the equipment operator to see what he/she is doing and distribute the backfill material evenly over the area. Allowing the backfill material to fall through the water column also allows the material to break apart and fall more evenly over the bottom surface. The bucket or similar technology may be used, as necessary, to level the backfill to remove any high spots above the project elevation.

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

The proposed maintenance dredge activities will not require any surface water withdrawals or diversions.

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

Flood hazard areas are identified as Special Flood Hazard Areas (SFHA). SFHAs include areas that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the 100-year flood (i.e. Zone AE). The SFHA or flood zone associated with the proposed dredge areas in Elliott Bay and the East and West Waterways is Zone VE, which is assigned to coastal areas with a 1% or greater chance of flooding and additional hazards associated with storm waves. The southern portion of T25 in the East Waterway is outside the VE Zone and designated Zone AE.

**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.**

The proposed activities do not involve any discharges of waste materials to surface waters. An unintentional release of fuel, lubricants, or hydraulic fluid from construction equipment could occur. The risk of such a release will be minimized using BMPs as described in Attachment B.

**b. Ground:**

**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 a general description, purpose, and approximate quantities if known.**

Groundwater will not be withdrawn or discharged into as part of the proposed maintenance dredge activities.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (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 materials 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.

Sediments will be dredged and placed on a barge for transport and placement. Barge runoff will be treated in accordance with the BMPs as described in Attachment B and in accordance with applicable regulatory requirements. If sediment is temporarily stockpiled, the offloading site will include drainage and temporary erosion and sedimentation controls, such as spill plates and jersey barriers, to prevent uncontrolled release of sediment or effluent to aquatic or upland areas.

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

It is unlikely that waste materials would enter surface waters from diesel-powered construction equipment at the site, although there is a chance that a minor fuel spill could occur during maintenance activities. Risks of spills during construction will be managed through BMPs as described in Attachment B. Waste materials will not enter groundwater.

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

The proposed maintenance dredge activities will not 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:**

During construction, the Port or its contractor will develop and implement a Spill Prevention, Control, and Countermeasures (SPCC) Plan. Other BMPs will be employed as described in Attachment B to avoid or reduce any possibility of waste materials being discharged to surface waters.

## 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, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

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

Due to the depths associated with the dredging and substrate types, no in-water vegetation is anticipated to be present where maintenance dredge activities may occur.

No vegetation will be removed or altered during maintenance dredge activities.

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

No threatened, endangered, rare, or imperiled plant species are documented to occur on or near the Program area according to the Washington Department of Natural Resources Natural Heritage Program Geographic Information System database (WDNR 2024).

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

No landscaping will be completed as part of the proposed maintenance dredge activities.

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

Maintenance dredging activities are limited to the deep subtidal zone where no noxious weeds are present. Himalayan blackberry and Japanese knotweed are known to occur in some locations in upland zones of near the Program area.

## 5. Animals

**a. List any birds and other animals that 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:
- **Mammals:** deer, bear, elk, beaver, other: marine mammals (harbor seals, California sea lions, Steller sea lions)
- **Fish:** bass, **salmon, trout, herring**, shellfish, other:

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

Table 3 summarizes the list of ESA listed species and their critical habitats known to occur in the Program area. As part of the JARPA, an ESA Biological Evaluation has been prepared to evaluate the potential impacts of the Port’s Program to ESA listed species and a Biological Opinion for ESA Section 7 Consultation is pending.

**Table 3: Summary of ESA species and critical habitats in the Program area.**

Listed Species <sup>1</sup>	Federal Status	Designated CH in Action Area?
Puget Sound Chinook Salmon ( <i>Oncorhynchus tshawytscha</i> )	Threatened	Yes
Puget Sound Steelhead Trout ( <i>Oncorhynchus mykiss</i> )	Threatened	Yes <sup>3</sup>
Bull Trout ( <i>Salvelinus confluentus</i> )	Threatened	No
Bocaccio Rockfish ( <i>Sebastes paucispinis</i> )	Endangered	Yes
Yelloweye Rockfish ( <i>Sebastes ruberrimus</i> )	Threatened	Yes
Southern Resident Killer Whale ( <i>Orcinus orca</i> )	Endangered	Yes
Humpback Whale ( <i>Megaptera novaeangliae</i> )	Endangered, Threatened <sup>2</sup>	No
Marbled Murrelet ( <i>Brachyramphus marmoratus</i> )	Threatened	No

**Table Notes:**

1. Gray wolf (*Canis lupus*) was delisted in 2021 (85 FR 69778). North American wolverine (*Gulo gulo luscus*), yellow-billed cuckoo (*Coccyzus americanus*), western pond turtle (*Actinemys marmorata*), and monarch butterfly (*Danaus plexippus*) are identified on the USFWS Official Species List; however, the Program area lacks suitable habitat for these species. Similarly, green sturgeon (*Acipenser medirostris*), eulachon (*Thaleichthys pacificus*), and Hood Canal summer-run chum salmon (*Oncorhynchus keta*) are listed by NMFS but do not occur in the Program area. Based on the lack of documented occurrences and suitable habitat for these species, it is determined that the Program will have No Effect on them, and they are not addressed in the associated Biological Evaluation for the Program.
2. As of October 11, 2016, humpback whales are categorized into 14 DPSs. Two listed DPSs occur on the west coast of the U.S.: Mexico (threatened) and Central America (endangered; NOAA 2016a).
3. Critical habitat for Puget Sound Steelhead is mapped in West Waterway (Zone 1) and Duwamish River (Zone 2) (NOAA 2016b).

According to the Washington Department of Fish and Wildlife the following state listed Priority Species may occur in Elliott Bay adjacent to the Program area:

- Steelhead (*Oncorhynchus mykiss*)
- Chinook salmon (*O. tshawytscha*)
- Sockeye salmon (*O. nerka*)
- Coho salmon (*O. kisutch*)
- Chum salmon (*O. keta*)
- Resident coastal cutthroat (*O. clarki*)

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

The site is within the Pacific Flyway for migrating waterfowl, so during the migratory season, the Program area could conceivably be frequented by migrating waterfowl. Elliott Bay, the East Waterway, and West Waterway, comprise a portion of the migration corridor important to anadromous salmon species, linking Elliott Bay and the Green/Duwamish watershed. In particular, Puget Sound Chinook, steelhead, and bull trout are known to use the Program area as part of a migration corridor. Marine mammals (e.g., harbor seal [*Phoca vitulina*]) are also known to migrate through the Program area.

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

An ESA Biological Evaluation has been developed by the Port to address impacts to the federally listed species as part of the Port's JARPA. The BMPs and conservation measures included in the final Biological Opinion for ESA Section 7 Consultation will be employed to minimize impacts to federally listed species and will also provide protections for non-listed wildlife. The Program and associated maintenance dredge activities will further adhere to the conditions for the protection of wildlife detailed in the permits issued for the Program.

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

No significant amounts of invasive animal species have been noted at Port facilities where the proposed maintenance dredge activities would occur.

## **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.**

No significant change in use of energy for Port operations at the associated facilities will take place due to the proposed maintenance dredging activities. Maintenance dredging will promote efficient and safe use of vessel berths by cargo ships at Port facilities, which will serve to minimize potential vessel delays and demurrage, with associated reduction in energy use.

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

The maintenance dredge activities 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.**

The proposed maintenance dredge activities will reduce energy needs for ship berthing and offloading by enabling vessels to be offloaded consistent with the facility design.

## 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 because of this proposal? If so, describe.**

The proposed maintenance dredge activities do not include any new uses or activities at Port facilities and, therefore, no operational changes will result that have the potential to introduce new environmental health hazards to the area. However, it should be noted that motorized equipment used for construction activities may include potentially hazardous materials in the form of fuel, lubricants, and associated materials. These materials will be subject to local, state, and federal controls and regulations pertaining to use, handling, and storage (see Attachment B for BMPs). No increase in exposure is anticipated.

Dredged material will be evaluated as required by the DMMP to determine the character of the dredged sediments and ensure that post-maintenance dredging surface sediments do not increase harmful exposure to the aquatic environment. All dredged material that is determined not to be suitable for in-water disposal, will be disposed at an upland facility in strict compliance with the requirements of the DMMP, DNR, Ecology, USACE, EPA, and other agencies with jurisdiction to avoid any potential environmental health hazards.

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

Sediment quality in the East Waterway and West Waterway has been extensively characterized in recent years, primarily as part of dredge material characterization events and ongoing CERCLA/MTCA remedial investigations. Concentrations of many different chemicals of concern within the Program area have exceeded either the SQS or Cleanup Screening Levels under the Ecology State SMS. Therefore, each maintenance dredge event will be conducted in accordance with notification requirements and conditions set forth in the permits and approvals for the Program, as well as individual authorizations for each dredging event. Compliance with BMPs as described in Attachment B will maintain water quality during dredging to protect against the risk of spills (e.g., spills of fuel from contractor work equipment) from construction activities.

The East Waterway is an Operable Unit of the Harbor Island CERCLA (Superfund) Site, and the proposed maintenance dredged sediments within the East Waterway are predominantly contaminated sediments determined by the DMMP to be unsuitable for unconfined open water disposal; Port will follow DMPP direction for alternate disposal. Due to the frequent resuspension and mixing of East Waterway sediment from vessel propwash forces, the concentrations of the East Waterway sediment have a relatively consistent concentration within the main portion of the East Waterway. The one exception is within the berth area adjacent to T-46. This area was previously tested and determined by the DMMP to be 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.**

Due to the highly industrialized nature of the Program area, many hazardous cleanup sites exist. The Lockheed West Seattle Superfund site and the Harbor Island Superfund site are located within

the East and West Waterways of Seattle Harbor. Remedies have been identified and implemented for some operable units (OU) within the Superfund sites, and some remedial actions are ongoing or planned. All Port maintenance dredging in these areas will be coordinated with the EPA and consistent with CERCLA guidance for these sites

**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 is a small risk of accidental spillage of fuels, oils, and/or hydraulic fluids associated with operation of vessels and construction equipment associated with maintenance dredge activities. Use of BMPs (including those in Attachment B) and compliance with the Port's spill prevention and response procedures are expected to acceptably minimize this risk.

**4. Describe special emergency services that might be required.**

The Program will comply with all applicable regulations related to emergency services. No special emergency services are anticipated to be needed.

**5. Proposed measures to reduce or control environmental health hazards, if any.**

The Program will comply with all applicable regulations related to environmental health. To reduce or control potential environmental health hazards, BMPs as described in Attachment B will be implemented during construction.

**b. Noise**

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

The Program area is located within an active marine port with noise levels typical of an industrial setting. The noise of the surrounding environment will not impact the proposed maintenance dredge activities.

**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)?**

Short-term increases in noise may occur from construction activities, including underwater noise from dredge equipment interacting with sediment. A study by the Port of Seattle in 2022 demonstrated that underwater noise levels during dredging operations were not considerably higher than background and were lower than all other measured noise sources. In-air noise levels are not anticipated to be significantly greater than background noise at the Port terminals.

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

The proposed maintenance dredge activities will be performed in accordance with local, state, and federal requirements for noise.

## 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.**

Elliott Bay including the East Waterway and West Waterway is an active industrial waterway used primarily for container transloading and transport. Land use, zoning, and land ownership are generally consistent with active industrial uses. Port facilities include shorelines that are highly modified and developed with extensive overwater structures, commercial and industrial facilities, and other development. The East Waterway north of the Spokane Street corridor experiences regular vessel traffic of various sizes and types. Most vessel traffic is generated by shipping companies moving container vessels and assorted tugboats into and out of the East Waterway and West Waterway. The proposed activity 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 because 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?**

Port facilities have not been used as working farmlands or working forest lands.

- 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?**

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

- c. Describe any structures on the site.**

Existing shoreline conditions at Port facilities consist of overwater pile-supported piers, fenders, riprap slopes, seawalls, and bulkheads associated with marine industrial and commercial use. The overwater pier structures are typically composed of pre-cast concrete decks typically supported by cast-in-place concrete bents and steel, concrete, and timber piles.

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

No structures will be demolished.

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

Port facilities where maintenance dredge activities may take place are zoned Maritime, Manufacturing, and Logistics (MML); Industry and Innovation (II); and Downtown Harborfront (DH) in the City of Seattle land use code.

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

The City of Seattle 2035 Comprehensive Plan, designates Port facilities as Manufacturing/Industrial Center (MIC), and Urban Center (UC). (Seattle 2035 Comprehensive Plan).

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

Shoreline designations from Seattle Department of Construction and Inspections (SDCI) GIS include Urban Maritime, Urban Commercial, Urban Industrial, Conservancy Management, Conservancy Recreation, Conservancy Preservation, Conservancy Navigation, and Urban Harborfront.

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

Environmentally critical area overlays on and near Port facilities where maintenance dredge activities may occur include liquefaction, aquatic wildlife habitat, and flood prone area.

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

No residential uses are present in the Program area and no residential occupancy is proposed. Changes in the number of workers at the site are neither proposed nor anticipated.

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

Maintenance dredging is not expected to result in displacement of workers.

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

No displacement of residents will result from proposed maintenance dredge activities; therefore, no measures for avoiding or reducing displacement impacts are included in the present proposal.

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

Maintenance dredge activities will result in continued use of Port facilities as industrial facilities, compatible with current and projected land uses and plans.

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

None.

## 9. Housing

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

No housing units are included in the proposed Program.

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

No housing units would be eliminated.

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

No housing currently exists in the Program area; therefore, no measures to reduce or control housing impacts are proposed.

## 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 to be constructed.

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

No views in the immediate vicinity would be altered or obstructed.

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

No measures to reduce or control aesthetic impacts 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?**

The proposed maintenance dredge activities will not add to or alter the existing lighting at any of the Port facilities. Construction activities are anticipated to be performed during the day; however, depending on the final schedule of construction activities, temporary work lighting may be used to provide a safe work environment during low light conditions. Temporary lighting will be localized and for a short-term duration.

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

Light and glare from the proposed maintenance dredge activities will not be a safety hazard or interfere with views.

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

No existing off-site sources of light or glare will affect the proposed maintenance dredge activities.

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

The proposed maintenance dredge activities will comply with applicable regulations for control of light and glare impacts.

## 12. Recreation

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

In addition to recreational boating and fishing in Elliott Bay and the East and West Waterways, there are numerous upland, shoreline, and in-water recreational uses along the shorelines of Elliott Bay and the East and West Waterways. These recreational uses include parks, boat ramps, trails, public moorages, open space areas, and public access points. The following Port controlled parks and trails are in the immediate vicinity of where maintenance dredge activities may occur.

- **Bell Harbor Marina:** Adjacent to P66 Bell Harbor Marina is a recreational marina in downtown Seattle that offers guest moorage year-round with accommodations for approximately 70 boats, 30 to 150 feet in length.
- **The Portside Trail:** The Portside Trail is located immediately east of T-46. It is a grade-separated pedestrian sidewalk and striped bicycle path. This approximately 0.75-mile public trail extends between South King Street to the north and South Massachusetts Street to the south and serves pedestrians and bicyclists. North of South King Street, Waterfront Seattle construction will add a cycle track along the waterfront west of Alaskan Way South.
- **Jack Perry Park:** Jack Perry Park is a 1.1-acre park. It is the first public shoreline access south of downtown and provides kayak access, views of terminal operations and the United States Coast Guard station; and has benches and parking. It offers a close-up view of activities along a container terminal on Harbor Island.
- **Terminal 18 Park:** Terminal 18 Park is a 1.36-acre park including approximately 310 feet of shoreline. The Park includes a view of T-5 operations, picnic tables, benches, and parking.
- **Bridge Gear Park:** Located in the southwest corner of T-18, Bridge Gear Park offers easy access with paved parking. Bridge Gear Park provides public access to Harbor Island at a site dedicated to the gears from the original Spokane Street counterweight draw bridge.
- **Jack Block Park:** Jack Block Park is adjacent to the West Waterway, and includes a 15-acre park with walking path, walking pier, 45' high observation tower, children's play area, views of T-5 operations, Seattle skyline, Mt. Rainier, benches, restrooms and parking. Jack Block Park pier is currently closed for maintenance.
- **Harbor Avenue Trail:** The Harbor Avenue Trail is the southernmost segment of the Alki Trail, near T-5. Located south of Jack Block Park, it spans just over 2,500' between SW Florida Street on the north, and West Coast Self-Storage on the south.
- **ŧu?alaltx™ Village Park and Shoreline Habitat:** This park includes 950 feet of shoreline, 1.3 acres upland use area; fishing pier; tables and seating in a covered shelter area; hand-carried boat launch; fish and wildlife habitat; and native riparian vegetation landscaping.

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

The proposed maintenance dredge activities would not displace any existing public shoreline access or recreational uses.

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

There will be no impacts on recreation; therefore, no measures are proposed to reduce or control impacts on recreation.

### **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.**

There are no buildings, structures, or sites located on the Port facilities within the maintenance dredge areas that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers (Washington Department of Archaeology and Historic Preservation [DAHP] online database, Washington Information System for Architectural and Archaeological Records [WISAARD]).

**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.**

Aquatic areas in Elliott Bay and the East and West Waterways are part of the treaty-reserved "Usual and Accustomed" fishing areas of the Muckleshoot Indian Tribe and the Suquamish Tribe. Fishing activity in this area is managed by the Tribes together with the Washington Department of Fish and Wildlife. Fishing by Tribal members in this area is consistent with past federal government treaties and subsequent court decisions. Treaty fishing is an ongoing activity, and thus, a baseline condition within this area.

Members of the Muckleshoot Indian Tribe and Suquamish Tribe harvest Chinook, coho, and chum salmon, and steelhead trout in south Elliott Bay, the East and West Waterways, and the Duwamish Waterway during summer, fall, and winter of each year, generally from August through December, though some fishing may occur through February.

Archeological sites dating to the early to mid-Holocene (the Holocene began about 11,700 years before present) are commonly found in the region. Human land use was generally structured around the value of natural resources available in the local environments, including fresh water, terrestrial and marine food resources, forests and suitable terrain.

Archaeological studies conducted near Port facilities along Elliott Bay and the East and West Waterways include those related to the SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Washington Department of Transportation's (WSDOT) SR 519 Intermodal Access Project, Alaskan Way Viaduct and Seawall Replacement Project, East Duwamish

Waterway Pier 35 Pilings, Yesler Way Stabilization Project, Elliott Bay Seawall Project, and Seattle Multimodal Project.

The Washington Department of Archaeology and Historic Preservation (DAHP) predictive model indicates much of the shoreline and upland portion of the Seattle waterfront is a “Very High Risk” area for potential presence of cultural resources. Historical development, including extensive filling as outlined above, has drastically changed the shoreline, converting tideflats to an industrial waterfront. These changes likely disturbed or destroyed many potential precontact archaeological deposits that might have existed.

- 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.**

Review included relevant archaeological literature and the Washington State Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) database.

- 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 and no measures are proposed to reduce or control such effects. The proposed maintenance dredge activities do not include any shoreline or upland ground disturbance. Maintenance dredge activities are limited to existing disturbed sub-tidal aquatic areas, below -34 feet MLLW. The Program and associated maintenance dredge activities require multiple permits from USACE, and compliance with Section 106 of the National Historic Preservation Act will be required to obtain the USACE permits. Additionally, the possibility for maintenance dredging to potentially impact historic or cultural resources is low since the dredge areas included in this evaluation have been previously dredged.

The Port works in partnership with the Muckleshoot Indian Tribe and the Suquamish Tribe to inform treaty fishers of vessel activity in the vicinity of Port facilities in the East and West Waterways and Elliott Bay. The Port informs Tribal fisheries representatives of vessel berth location and arrival/departure date and time during fishing periods. Information detailing vessel activity is provided as a means of avoiding potential fishing use and vessel operation conflicts and to ensure continuing mutual access.

It is important that maintenance dredging activities avoid and minimize potential disruption of treaty-reserved fishing activities. All phases of maintenance dredging will be coordinated with the Muckleshoot Indian Tribe and the Suquamish Tribe to minimize potential disruption of fishing locations due to the presence of floating dredging equipment and shifts in cargo vessel mooring areas due to maintenance dredging activities.

## 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 proposed maintenance dredge activities will not alter existing access to the street system.

- 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?**

Some Port facilities are currently served by or adjacent to public transit. The proposed maintenance dredge activities will not alter or impact demand on existing public transit systems.

- c. 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 maintenance dredge activities will not require any new or improvements to roads, streets, pedestrian, bicycle, or state transportation facilities.

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

The proposed maintenance dredging activities will be accomplished using barge-based equipment. Transfer of dredged materials to an upland receiving site for transport to an approved disposal site is not expected to generate significant truck or rail traffic, due to the comparatively small volumes of dredged material that will be removed during individual maintenance dredge projects over a ten-year period. Therefore, no changes in water, rail or air transportation will result from the proposed maintenance dredge activities. Water and rail transportation access is present near Port facilities. No changes are proposed to water based transportation services, rail lines or rail service characteristics.

- d. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

No significant change in the volume of trucks transporting marine cargo to and from the Port facilities is expected, nor is a significant increase in the number of vehicles used by workers at Port facilities anticipated.

The proposed maintenance dredge activities will ensure continuing cargo and cruise (P66) operations at Port facilities but is not expected to increase facility-wide cargo or cruise capacity. Therefore, no significant change in the volume of cargo shipped at Port facilities, compared with present conditions, is anticipated.

- e. 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.**

Maintenance dredge activities will not interfere with, affect, or be affected by the movement of agricultural and forest products.

- f. Proposed measures to reduce or control transportation impacts, if any:**

No measures to reduce or control vehicle or truck transportation impacts are proposed as part of the proposed maintenance dredge activities.

## **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 maintenance dredge activities will not result in an increased need for public services.

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

The proposed maintenance dredge activities will not alter or impact use and activity on the site, and the demand for emergency public services would not be anticipated to change. It is anticipated that adequate service capacity is available within the area; therefore there will be no need for additional public facilities/services.

## **16. Utilities**

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

Port facilities include all necessary utility infrastructure to run a marine terminal and berthing areas, including electric, natural gas, water, solid waste, sanitary sewer, telephone, stormwater, etc.

- 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.**

No change in utilities serving Port facilities is proposed as part of the proposed maintenance dredge activities.

## **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.**

X Matthew P. Szymanowicz

**Type name of signee:** Matthew Szymanowicz

**Position and agency/organization:** Senior Environmental Management Specialist

**Date submitted:** March 27, 2025

**Appendix A**  
**Dredge Analysis Figures**

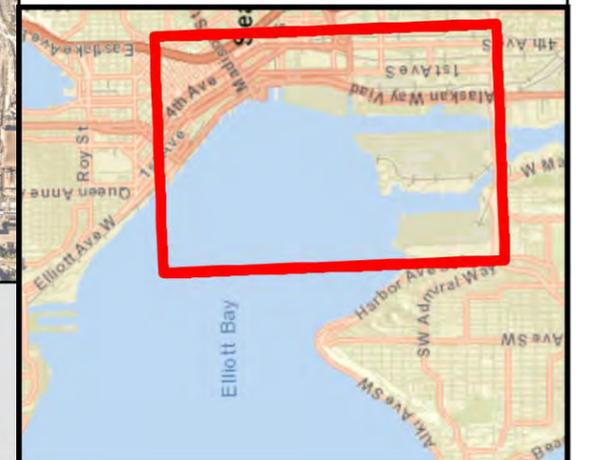
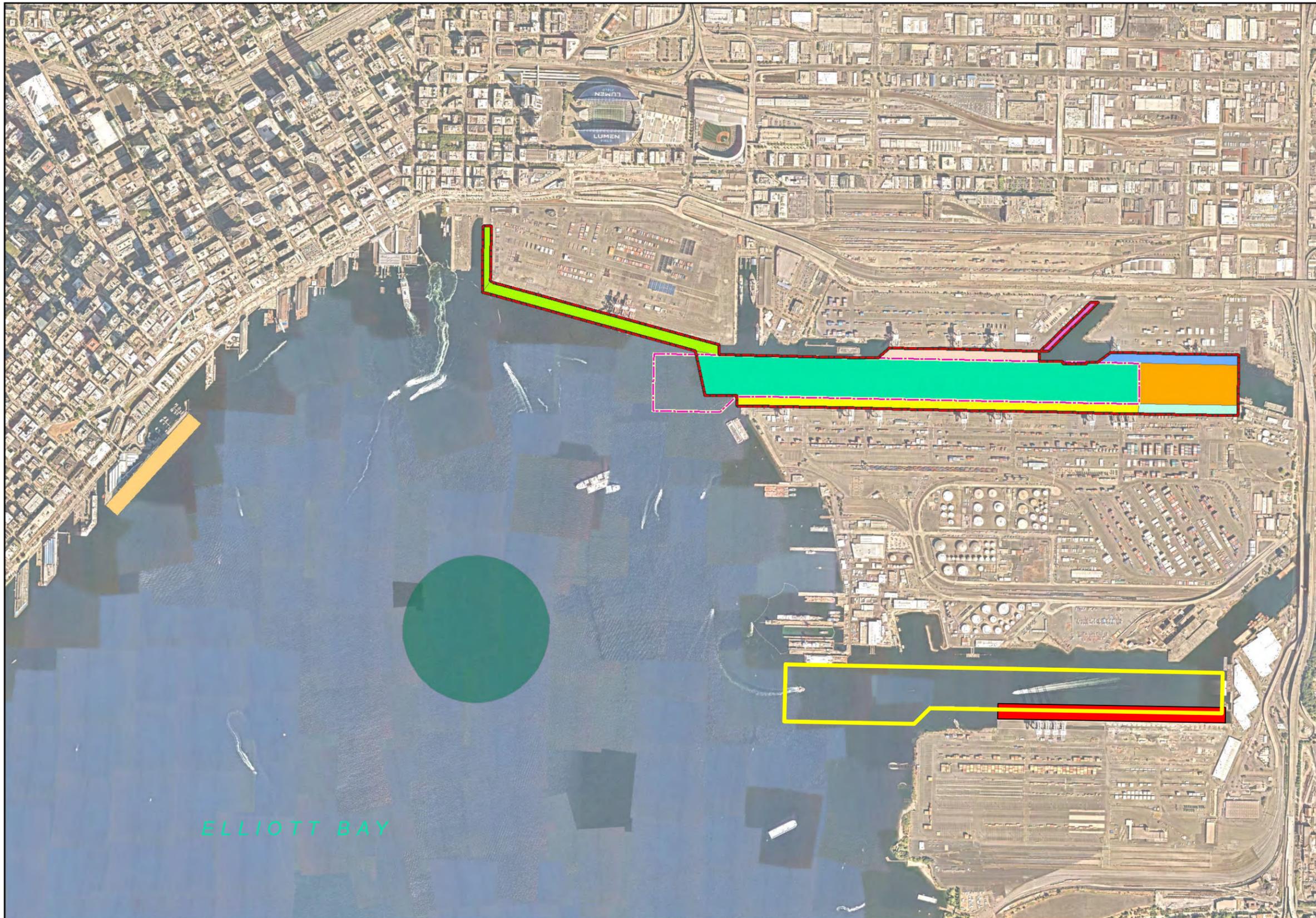


State Environmental Policy Act Documentation for  
Comprehensive Routine Maintenance, Repair and  
Scientific Sampling Program

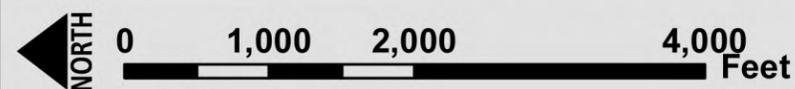
# PORT OF SEATTLE FACILITIES MAINTENANCE DREDGE SITE VICINITY

## Legend

- Disposal Site
- Dredge Project Area Boundary
- EWW Navigation Channel
- WWW Navigation Channel
- Nav Channel North
- Nav Channel South
- Pier27 & Pier28
- Pier 66
- Terminal 18 South
- Terminal 18 North
- Terminal 25
- Terminal 30
- Terminal 46
- Terminal 5



## PORT OF SEATTLE ELLIOTT BAY FACILITIES

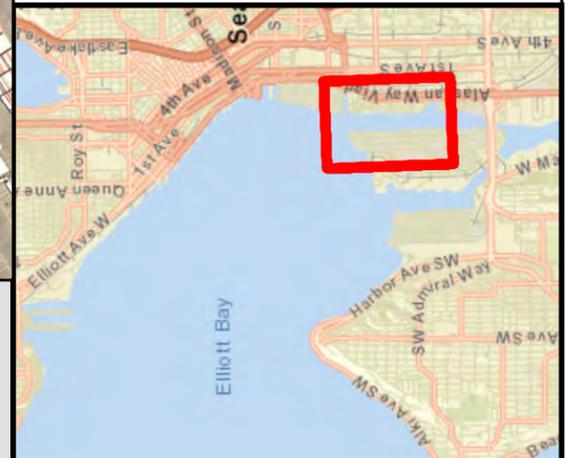


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Data Source: Nearmap Imagery (Aug 2023)

# EAST WATERWAY (NORTH) NAVIGATION CHANNEL MAINTENANCE DREDGE ANALYSIS

- High Area Above -51
- Area Below -51
- Dredge Project Area Boundary
- NavChannelNorth\_DredgeArea
- EWW Navigation Channel



## EW NAV CHANNEL NORTH



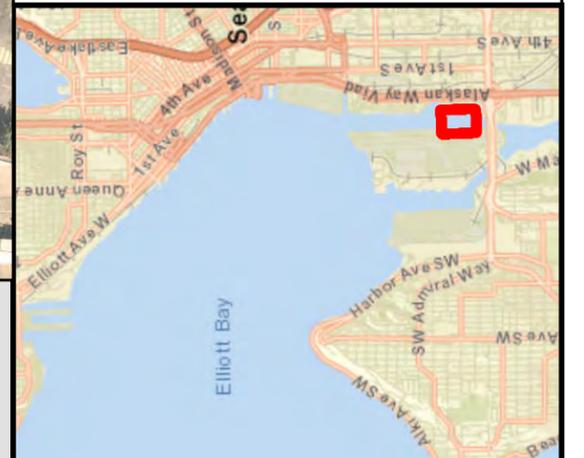
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Data Source: Nearthmapimgery (Aug 2023)

# EAST WATERWAY (SOUTH) NAVIGATION CHANNEL MAINTENANCE DREDGE ANALYSIS



- High Area Above -34
- Area Below -34
- Dredge Project Area Boundary
- NavChannelSouth\_DredgeArea
- EWW Navigation Channel



## EW NAV CHANNEL SOUTH



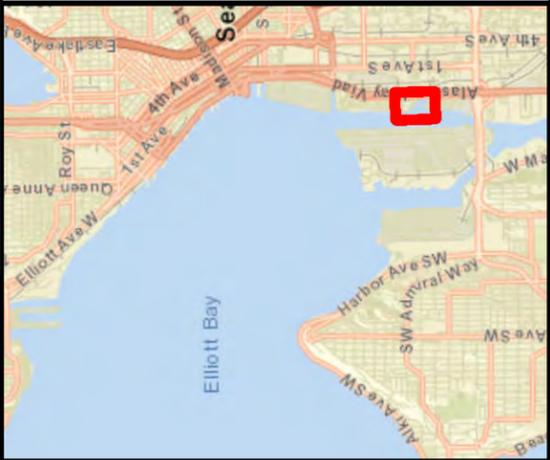
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Data Source: NearmapImagery (Aug 2023)

# PIER 27/28 MAINTENANCE DREDGE ANALYSIS



- High Areas Above -40
- Areas Below -40
- Dredge Project Area Boundary
- P27-P28 Dredge Area
- EWW Navigation Channel



## P27 & P28 BERTH AREA



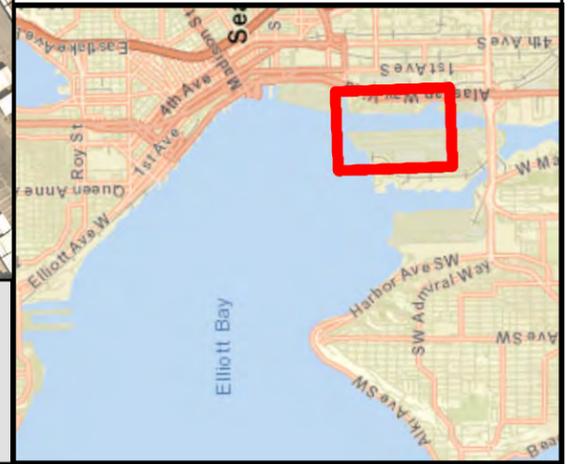
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Data Source: NearmapImagery (Aug 2023)

# TERMINAL 18 NORTH BERTH AREAS DREDGE ANALYSIS



- High Area Above -51
- Area Below -51
- Dredge Project Area Boundary
- T18\_DredgeAreaNorth
- EWW Navigation Channel



## T18 NORTH BERTH AREA

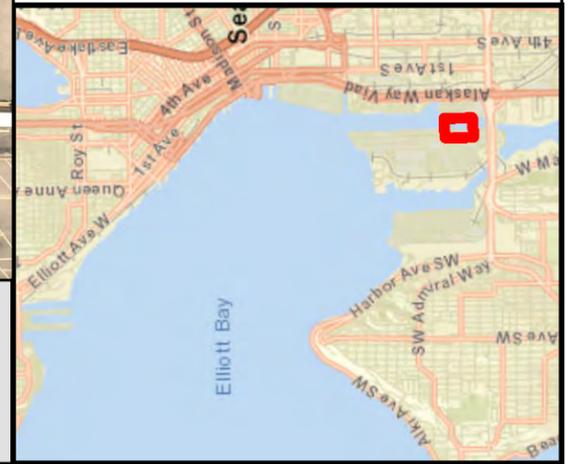


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Data Source: Nearmap Imagery (Aug 2023)

# TERMINAL 18 SOUTH BERTH AREA MAINTENANCE DREDGE ANALYSIS

- High Areas Above -40
- Areas Below -40
- Dredge Project Area Boundary
- T18\_DredgeAreaSouth
- EWW Navigation Channel



## T18 SOUTH BERTH AREA

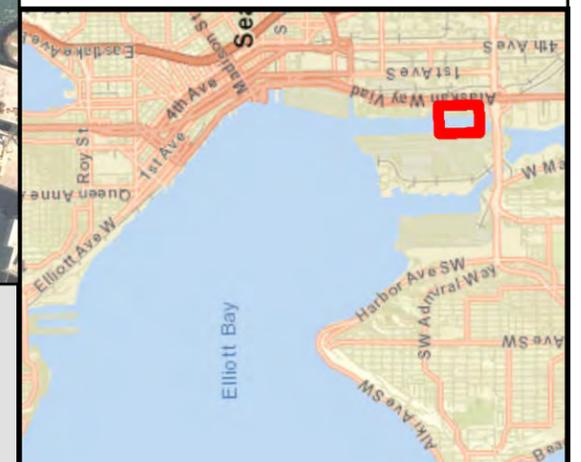


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Data Source: Nearmap Imagery (Aug 2023)

# TERMINAL 25 MAINTENANCE DREDGE ANALYSIS

- High Areas above -50
- Areas Below -50
- Dredge Project Area Boundary
- T25 Dredge Area
- EWW Navigation Channel



## T25 BERTH AREA



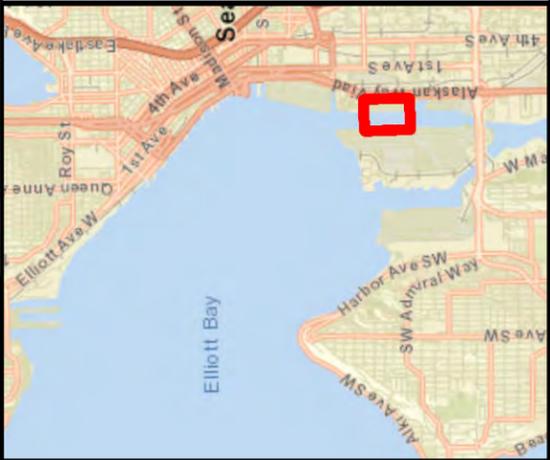
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Data Source: Nearmap Imagery (Aug 2023)

# TERMINAL 30 MAINTENANCE DREDGE ANALYSIS



- High Areas Above -50
- Areas Below -50
- Dredge Project Area Boundary
- T30 Dredge Area
- EWW Navigation Channel



## T30 BERTH AREA



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Data Source: Nearmap Imagery (Aug 2023)

# TERMINAL 46 MAINTENANCE DREDGE ANALYSIS



- High Areas Above -50
- Areas Below -50
- Dredge Project Area Boundary
- T46\_DredgeArea
- EWW Navigation Channel



## T46 BERTH AREA



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Data Source: NearmapImagery (Aug 2023)

# PIER 66 MAINTENANCE DREDGE ANALYSIS

- High Areas Above -40
- Areas Below -40
- Dredge Project Area Boundary
- T66\_DredgeArea\_40FeetDeep
- EWW Navigation Channel



## PIER 66 BERTH AREA



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Data Source: Nearmap Imagery (Aug 2023)

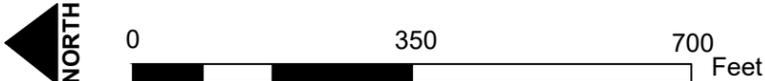


# Terminal 5 Berth Area

-  WWW Navigation Channel
-  Terminal 5



## Terminal 5 Berth Area

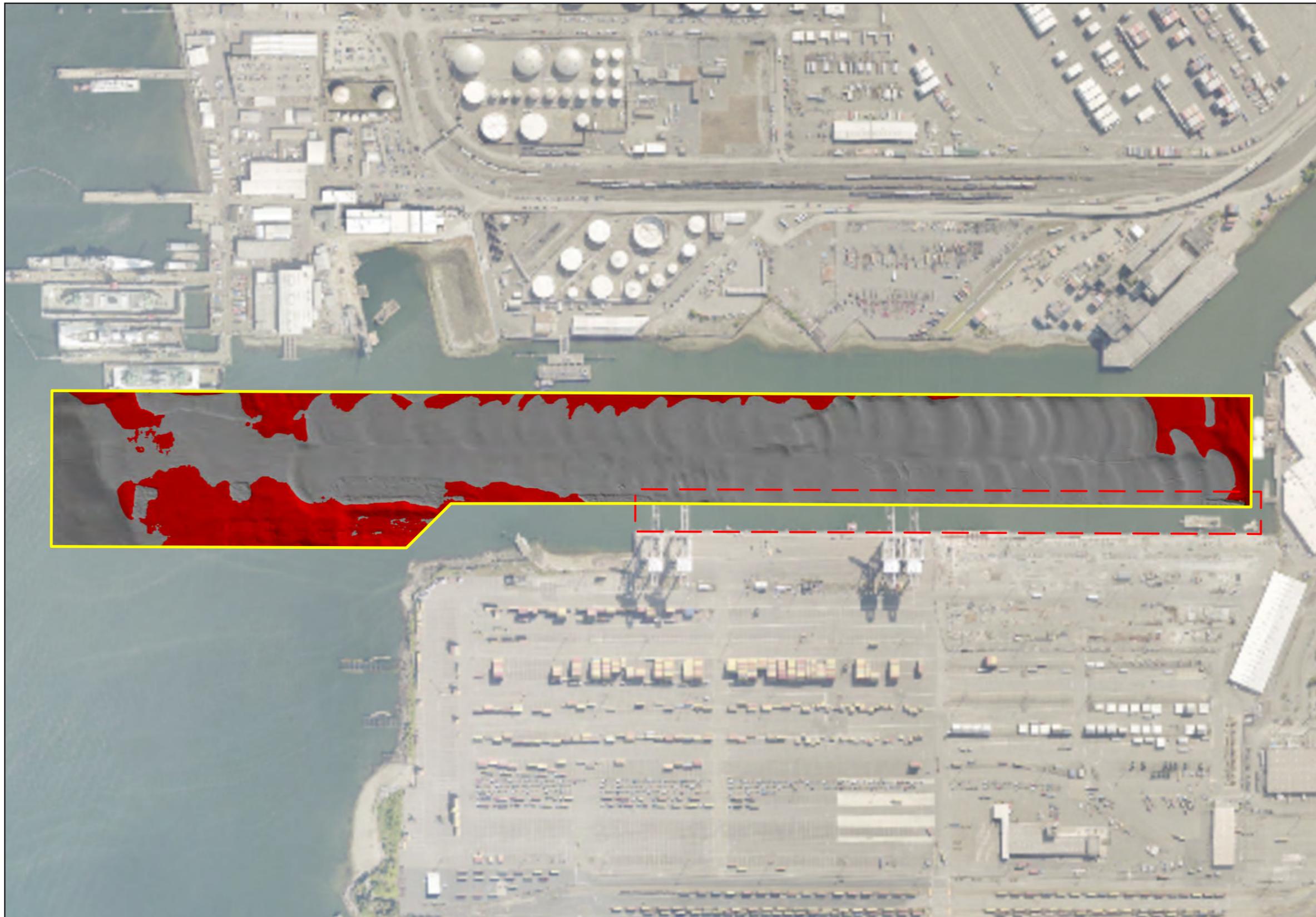


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Data source: King County Aerial 2023

# WEST WATERWAY NAVIGATION CHANNEL MAINTENANCE DREDGE ANALYSIS

- High Area Above -51
- Area Below -51
- WWW Navigation Channel
- T-5 Berth Area



## WW NAV CHANNEL



DISCLAIMER: The information included on this map has been compiled by Port of Seattle staff from a variety of sources and is subject to change without notice. These data are intended for informational purposes and should not be considered authoritative for engineering, navigational, legal and other site-specific uses. The Port of Seattle makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information.

Data source: King County Aerial 2023

**Appendix B**  
**Best Management Practices – Maintenance Dredge**



State Environmental Policy Act Documentation for  
Comprehensive Routine Maintenance, Repair and  
Scientific Sampling Program

**Port of Seattle**  
**Comprehensive Routine Maintenance Repair and Scientific Sampling Program**  
**Maintenance Dredging - Best Management Practices**  
**February 2025**

The following document details best management practices (BMPs) and associated avoidance and minimization measures for the Port's proposed Comprehensive Routine Maintenance, Repair and Scientific Sampling Program (Program), maintenance dredge activities.

**Best Management Practices**

**General Avoidance and Minimization Measures**

- Unless separately authorized, in-water work activities will occur during the designated work window when juvenile salmonids are absent or present in very low numbers. The USFWS, NOAA Fisheries, and WDFW set closure periods during which in-water work cannot be conducted to protect outmigrating salmonids. Per the USACE, the work window in saltwater areas of Tidal Reference Area 5 (Seattle) for salmonids is July 2 through March 2. The work window for bull trout in the Duwamish Waterways (to Duwamish River RM 0; approximately the southern tip of Harbor Island) is July 16 through February 15 and for the Duwamish River RM 0 to the Turning Basin is October 1 through February 15 (USACE 2017). Work windows will be identified for each project location and construction planned accordingly.
- Upon advance notice, the Port will provide access to the work site to representatives from USACE, the Services, Ecology, and WDFW during all hours when the proposed action is being conducted.
- Care will be taken to limit the removal of native vegetation to the minimum amount needed to construct the project (WAC 220-660-360[4][b]).
- The Program will result in no new permanent impacts to submerged aquatic vegetation (SAV). SAV surveys will be conducted, when applicable (WAC 220-660-350[3]).
- A written Spill Prevention, Control and Countermeasures (SPCC) plan will be prepared by the contractor for activities that include the use of heavy equipment. The plan will describe measures to prevent or reduce impacts from accidental leaks or spills and will describe all hazardous materials that will be used, their proper storage and handling, and the methods that will be used to monitor their use. A spill kit will be available on-site during construction and stored in a location that facilitates immediate deployment if needed.
- Staging areas will be established at a location and manner that will prevent contaminants from construction equipment from entering waters of the state (WAC 220-660-360[3]).
- No solvents or other chemicals will be used in or over the water during the construction or operation of the proposed action.
- Care will be taken to prevent any petroleum products, chemicals, or other toxic or deleterious materials from entering the water. Fuel hoses, oil drums, oil 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 into waters. Proper security shall also be maintained to prevent vandalism.

- The contractor will have a spill containment kit, including oil-absorbent materials, on site to be used in the event of a spill or if any oil product is observed in the water.
- If a spill were to occur, work will be stopped immediately, steps will be taken to contain the material, and appropriate agency notifications will be made. The contractor is responsible for the preparation of spill response and hazardous material control plans to be used for the duration of project construction.
- Spills, sheens, and/or conditions resulting in distressed or dying fish shall be reported immediately to Ecology's Northwest Regional Spill Response Office at (425) 649-7000 (a 24-hour phone number), the Washington Emergency Management Division at 1-800-OILS-911, and the National Response Center at 1-800-424-8802.
- If fish are observed in distress or a fish kill occurs, work will stop immediately. WDFW, Ecology and other necessary agencies will be contacted and work will not resume until further approval is given.
- Stormwater management will adhere to the requirements set forth in the Phase 1 Municipal Separate Storm Sewer System (MS4) permit administered by Ecology and the Port's internal Maritime Stormwater Management Program.

### **BMPs for Maintenance Dredging**

The Port will implement the following BMPs to reduce, eliminate, or minimize the effects of the proposed action to listed species or their habitat:

- Dredging actions will be conducted during the approved WDFW in-water work windows.
- Dredging will occur in the deep subtidal zone. No additional or new habitat conversion will occur. There will be no dredging in intertidal or shallow subtidal habitat. No intertidal or shallow subtidal habit will be converted to deep subtidal. Dredging will only remove targeted material to maintain berthing areas and channels at previously dredged depths.
- No dredging will occur in sand lance, surf smelt or herring spawning beds
- No dredging will occur in areas with seagrass or kelp.
- The Port will require the contractor to utilize real-time positioning control when implementing dredging operations. Only clamshell dredges will be used. Hydraulic dredges will not.
- The dredging contractor will not take multiple "bites" during a single clamshell cycle. When the clamshell bucket hits the bottom, it will close and be raised to the surface for disposal.
- The dredging contractor will not stockpile material on the bottom.
- The clamshell bucket will fully close and move through the water column carefully. When dredging contaminated material, the contractor will use a smooth-edged clamshell (environmental bucket). Other material will be removed with a toothed production bucket.
- If water quality impacts are observed outside the project area, the dredging contractor will adjust operations as needed to meet water quality requirements.

- Dredged material will be disposed of at an approved in-water disposal site per USACE Dredge Material Management Office (DMMO) requirements or in an approved upland location above HTL/OHWM.
- The barge used to transport dredged material to the disposal site will have tightly sealing doors and compartments and have minimal leakage during transit.
- Work will generally occur from barges. Barges will be moored over subtidal substrate to avoid grounding. No vegetated shallows exist within the vicinity of maintenance dredging.
- An oil-absorbing floating boom, appropriate for the size of the work area, will be available on site whenever dredging equipment is operated. The boom will be stored in a location that facilitates its immediate deployment in the event of a spill.

### Dredging and Backfilling

The following BMPs will be employed to avoid and limit potential environmental impacts of dredging and backfilling activities:

- Based on the results of water quality monitoring, operational controls may be applied to dredging operations, 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 potential to wash sediment from the bucket.
- Operational controls will be applied to the return water from hopper and haul barges, including:
  - Increasing the duration of time that water is held in the barge prior to discharge will reduce the turbidity of the return water.
  - Eliminating or reducing barge overflow reduces the volume of fine material that flows from the barge.
- Backfill, if required, will typically consist of sands and gravel material up to 2-inch minus with less than 5 percent of the sand fraction passing the 200-mesh sieve.
- If sediment is temporarily stockpiled in the upland, the offloading site will include drainage and temporary erosion and sedimentation controls, such as spill plates and jersey barriers, to prevent uncontrolled release of sediment or discharge to aquatic areas or upland areas.
- Water quality BMPs associated with backfill placement are the same as those identified for dredging.

**Appendix C**  
**Port Bankline Program DNS (2019-01)**



State Environmental Policy Act Documentation for  
Comprehensive Routine Maintenance, Repair and  
Scientific Sampling Program

***STATE ENVIRONMENTAL POLICY ACT***  
**Determination of NonSignificance (DNS)**

**Port of Seattle Bankline Repair and Enhancement Multi-site Program**

January 25, 2019

**Lead agency:** Port of Seattle

**Agency Contact:** Laura D. Wolfe, AICP, 206-787-4292, [SEPA.p@portseattle.org](mailto:SEPA.p@portseattle.org)

**Agency File Number:** 2019-01

**Description of proposal:** The proposed project is the Port of Seattle (Port) Bankline Repair and Enhancement Program (Program). The Port seeks programmatic federal and state authorization for the individual projects proposed under this Program to improve environmental outcomes, reduce redundancy, and save resources and time for both the Port and regulatory agencies. This program will establish a systematic process for enhancement of shoreline environmental functions while maintaining the structural integrity and stability of Port-controlled banklines.

**Location of proposal:** The proposed programmatic activity will apply at the 29 Port-controlled shoreline facilities in the Seattle area. It will apply to properties along the Duwamish Waterway, including the East and West Waterways (EWW and WWW, respectively) in the Green/Duwamish Watershed (Water Resource Inventory Area [WRIA] 9); Puget Sound, including Elliot Bay in the Green/Duwamish Watershed (WRIA 9) and Shilshole Bay in the Cedar/Sammamish Watershed (WRIA 8); and the Lake Washington Ship Canal in the (WRIA 8).

**Lead agency:** Port of Seattle

**Determination:** The Port has determined that the proposed Bankline Repair and Enhancement Multi-site Program will not have a probable significant adverse impact 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, Biological Assessment, and other information which is available upon request.

This determination is based on 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.



P.O. Box 1209  
Seattle, WA 98111-1209  
Tel: 787-3000

[www.portseattle.org](http://www.portseattle.org)

**Supporting Information:** Information used to reach this determination, and applicable State laws and Port of Seattle policies, regulations, and procedures are available for public review at the Port of Seattle office, Maritime Environment and Sustainability, Pier 69, 2711 Alaskan Way, Seattle. The document is also available for review online at <https://www.portseattle.org/environment/sepa-nepa>.

**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 February 8, 2019. The Port will accept public and agency comments until 4:00 PM on February 8, 2019. Please refer any questions relating to this determination or to the proposed actions to Laura D. Wolfe, AICP, Maritime Environment and Sustainability, 206-787-4292 or to the Port of Seattle electronic mail Internet address at [SEPA.p@portseattle.org](mailto:SEPA.p@portseattle.org). Include your mailing address when submitting comments to the electronic Internet address. The Port will consider comments and publish a final threshold determination no sooner than twenty-one (21) days from the date of this notice.

**Appeals:** This SEPA DNS determination may be appealed by filing a writ of review in King County Superior Court within twenty-one (21) days of the date the Port formally adopts this determination pursuant to Port of Seattle Resolution No. 3650 and RCW 43.21C.080.

**SEPA Responsible Official:** Sandra Kilroy, Director Maritime Environment and Sustainability

Signature

A handwritten signature in blue ink, appearing to read "Sandra Kilroy".

Date

1/23/2019