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**ADDENDUM TO THE TERMINAL 18 BERTH MAINTENANCE DREDGE AND ACCESS CHANNEL  
DREDGE DETERMINATION OF NON-SIGNIFICANCE  
FOR  
TERMINAL 18 MINOR MAINTENANCE DREDGING  
INFORMATION SHEET**

**Addendum to:** Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge proposal SEPA Determination of Non-Significance. The Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge was issued March 24, 1997 following the provisions of the Washington State Environmental Policy Act (SEPA) under Chapter 43.21C, Revised Code of Washington (RCW), Chapter 197-11, Washington Administrative Code (WAC), and Resolution 3028, Port of Seattle SEPA Policies & Procedures. The Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge DNS is available for review at the Port of Seattle Administrative Offices, Pier 69, 2701 Alaskan Way, Seattle, Washington, 8:00 AM to 4:30 PM weekdays. (POS SEPA File No.97-05)

**Name of Project:** Terminal 18 Minor Maintenance Dredging

**Project Sponsor:** Port of Seattle, P.O. Box 1209, Seattle, WA 98111

**Nature of Project:** The project would remove approximately 20 cubic yards of 8 inch to 10 inch construction material (quarry spalls) near the north end of Terminal 18. The total disturbed area is estimated at approximately 176 square feet (0.004 acres). The height of the pile above approved dredged depths reduces the Ports ability to berth vessels and is a safety hazard for increasingly larger boats that are calling at the Port.

**Project Schedule:** The project is currently scheduled on or before February 15, 2008 in order to coincide with the stipulated in-water work window for projects in the lower Duwamish.

**Background:** The Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge DNS issued March 24, 1997 described anticipated environmental consequences and proposed mitigating measures for the project to dredge 195,000 cubic yards of material. This Addendum supplements and amends environmental evaluations present in the 1997 DNS. In this Addendum, new information regarding proposed removal of a small amount (Less than 20 cubic yards) of quarry spalls from the berth floor near the north end of Terminal 18 is presented, followed by evaluation of anticipated impacts of the proposal


**Date Addendum Issued:** January 18, 2008

**SEPA Lead Agency:** Port of Seattle (SEPA File No. 08-01)

POS SEPA No 08-01.  
Terminal 18 Minor  
Maintenance Dredge Addendum  
January 18, 2008  
Page 2 of 15

**Contact Person:** Paul Meyer  
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**SEPA Responsible Official:** Charles Sheldon, Seaport Managing Director

**Signature:**  \_\_\_\_\_ **Date:** 1/18/08

## **ADDENDUM #2 To**

### **The Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge DNS SEPA Checklist Modification**

#### **A. BACKGROUND**

**1. Name of project:** Terminal 18 Minor Maintenance Dredging

**2. Name of Applicant** Port of Seattle

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

Paul Meyer  
Senior Environmental Program Manager  
Port of Seattle – Seaport Environmental Programs  
PO Box 1209  
Seattle, WA 98111  
206-728-3127  
Internet: meyer.p@portseattle.org

**4. Date Checklist prepared:** January 18, 2008

**5. Agency requesting Checklist:** Port of Seattle **6. Proposed timing or schedule:**

The project is currently scheduled on or before February 15, 2008 in order to coincide with the with the approved in-water work window for projects in lower Duwamish. It is expected the project would take three to four hours depending on the time needed to maneuver and set up the dredge bucket. Actual in-water work time is less than an hour given the small amount of material that is needed to be removed.

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

No future activity is proposed that is connected to this proposal. However, maintenance dredging is a necessary function for major cargo terminals as natural processes causes siltation and shoaling. It is likely that at some time in the future the berths near Terminal 18 will require necessary maintenance dredging to maintain already approved berth depths.

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

No new environmental information has been prepared directly related to this proposal due to the extensive amount of environmental review and study associated with previously approved projects of a similar nature but much larger scale. Previous studies germane to environmental impacts of dredging at T18 include the following:

Port of Seattle June 1997. Final Environmental Impact Statement: Terminal 18 Redevelopment Project POS SEPA No 97-08

Port of Seattle. June 1997. Draft Environmental Impact Statement: Terminal 18 Redevelopment Project. POS SEPA file No. 97-08.

Port of Seattle. The Terminal 18 Berth Maintenance Dredge and Access Channel Dredge; SEPA Checklist and Determination of Non-Significance, December, 1995. POS SEPA file No. 95-16.

Port of Seattle. The Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge; SEPA Checklist and Determination of Non-Significance, March, 1997. POS SEPA file No. 97-05.

US Army Corps of Engineers, December 1998. East Waterway Channel Deepening, Seattle Harbor, Washington, Stage 1 Project Report.

Port of Seattle, May 2000. Addendum to Terminal 18 Berth Maintenance Dredge and Access Channel Dredge Determination of No-significance (DNS) for Terminal 18 Slope Repair Stabilization project.

This checklist is to support a new proposal by modifying the following existing SEPA decision: "Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge Determination of Non-significance (DNS)". The Terminal 18 Berth Maintenance Dredge and Minimum Access Channel DNS which was issued March 24, 1997 following the provisions of the Washington State Environmental Policy Act (SEPA) under Chapter 43.21C, Revised Code of Washington (RCW), Chapter 197-11, Washington Administrative Code (WAC), and Resolution 3028, Port of Seattle SEPA Policies & Procedures. The T18 Maintenance Dredge and Minimum Access Channel DNS is available for review at the Port of Seattle Administrative Offices, Pier 69, 2701 Alaskan Way, Seattle, Washington, 8:00 AM to 4:30 PM weekdays. (POS SEPA File No.97-05)

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

There are no other proposals at this time.

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

Other permits required for the Terminal 18 Minor Maintenance Dredge proposal include:

1. City of Seattle: Exemption from Shoreline Substantial Development Permit
2. Washington Department Fish and Wildlife: Hydraulic Project Approval
3. US Army Corps of Engineers: Nationwide permit

**11. Give a brief, complete description of your proposal.**

The project would remove a small volume of 8 inch to 10 inch construction material (quarry spalls) near the north end of Terminal 18. The height of the pile above approved dredged depths reduces the Port's ability to berth vessels and is a safety hazard for large cargo container ships that call at the Port.

***Background:***

The Terminal 18 Berth Maintenance Dredge and Access Channel Dredge project proposed approximately 550,000 cu yards of dredging to restore the original permitted berth width and depth of Terminal 18 berth (-50 feet MLLW plus an over-dredge of three feet) and to deepen the Duwamish East Waterway access channel to a uniform depth of -50 feet MLLW. A SEPA DNS was issued in December 1995. Subsequent to the December 1995 decision, the Port revised its original proposal and reduced the area and volume of proposed dredging to the area within 150 feet of the pier face and to 195,000 cubic yards. A DNS for the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project was issued on March 24, 1997. The purpose of the revised proposal was the same: to serve existing tenants who began bringing larger, deeper-draft vessels to the Port of Seattle in 1997. The Corps of Engineers assumed the Berth Maintenance project as Stage 1 of a larger joint dredging project between the Corps of Engineers/Port of Seattle to deepen the East Waterway Channel.

Another project to repair and reinforce the engineered riprap rock retaining structure holding the slope between the upland and the berth floor was proposed in 2000. The reinforcement and repairs were necessary in order to complete the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project. The environmental review checklist and decision in the 1997 Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project was modified and amended to support the Terminal 18 Slope Repair Stabilization project. The SEPA Addendum was issued on May 18, 2000.

This second Addendum modifies and amends environmental evaluations presented in the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project issued March 1997. In this addendum, new information is presented regarding proposed removal of a small quantity of riprap rock that is reducing the ability to berth vessels and that presents a safety hazard to large boats docking at Terminal 18.

***Description of Existing Structure and Development***

Terminal 18 is an existing container cargo facility on the east shoreline of Harbor Island, including approximately 190 acres upland marine cargo marshalling area. (see attached facility location map) Cargo transshipment at Terminal 18 includes five deep draft vessel berths at the west margin of the East Waterway, making use of approximately 6100 linear feet of concrete piling-supported cargo pier. The slope under the concrete piling pier is held in place by an engineered riprap rock berm, installed during several phases of construction between 1967 and 1983. The slope was recently repaired and strengthened, including installation of a sub-tidal steel sheet-piling wall, completed in 2006. The Port has authorization to dredge the berth area at Terminal 18 to minus 50 feet MLLW plus over dredge allowance.

A recent underwater survey of berth areas at Terminal 18, focusing on berth depths adjacent to the riprap slope approximately five feet water-ward of the pier fender system, indicates a good correlation between approved and actual depths. However, a few anomalies were noted. A small area, with a significant elevation anomaly was noted at dock station 18+80 towards the north end of the existing cargo pier. (See attached cross and plan sections) The elevation of this small

anomaly is minus 46 feet MLLW, approximately four feet higher than the approved and expected berth depth. The survey described the anomaly as consisting of a mound of bulk construction material, very likely quarry spalls, resting on the bottom and extending approximately ten feet into the berthing area, measured from the water-ward end of the face of fender piling at the berth. The construction material is arranged in a rough mound approximately 15 feet in diameter, extending approximately three to four feet above the mud substrate. The total volume of construction material is conservatively estimated at a maximum of 20 cubic yards. The mound includes approximately 180 square feet (approximately 0.004 acres). This anomaly represents a significant striking hazard for vessels using the berth area during periods of low tide. It is not known if the mound of imported, non-native material is present due to past pier construction activities, including potential shifting of fractured riprap surface rock that unraveled down-slope during installation of sheet piling and structural piling or from inadvertent placement of construction material during installation of electrical vaults.

#### ***Description of Current Proposal***

This project would remove the small (20 cubic yards maximum) pile of 8 inch to 10-inch diameter construction material extending from the water-ward margin of fender piling approximately ten feet into the East Waterway. Only the riprap material will be removed to the approved berth depth elevation of minus 50 MLLW. The total volume of material to remove is conservatively estimated at a maximum of 20 cubic yards. Total disturbed area is approximately 176 square feet or about 0.004 acres.

The fractured rock material will be removed using a clamshell bucket with care being taken to minimally disturb fine-grain substrate below the construction material pile. The construction goal is to remove the mound to an elevation consistent with surrounding bottom to allow ships to berth safely at low tides with minimal removal of berth floor substrate. The surrounding substrate is at the approved minus 50 foot elevation, so there is no need to remove the substrate underlying the mound. Only an incidental fall back of fine-grained sediment is anticipated during removal of the above substrate mound of construction material. Turbidity associated with removal of the mound will also be minimized by concentrating on removing the fractured rock and avoiding disruption of fine-grain sediments. The fractured rock would be hoisted into a pier-side truck and transported to an appropriate upland disposal site. It is expected the project would take three to four hours depending on the time to maneuver and set up the dredge bucket.

#### ***Summary of potential construction impacts***

The Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge DNS issued March 24, 1997 described anticipated environmental consequences and proposed mitigating measures for the project to dredge 195,000 cubic yards of material. This Addendum supplements and amends environmental evaluations present in the 1997 DNS. In this Addendum, new information regarding proposed removal of a small amount of quarry spalls from the berth floor near the north end of Terminal 18 is presented, followed by evaluation of anticipated impacts of the proposal

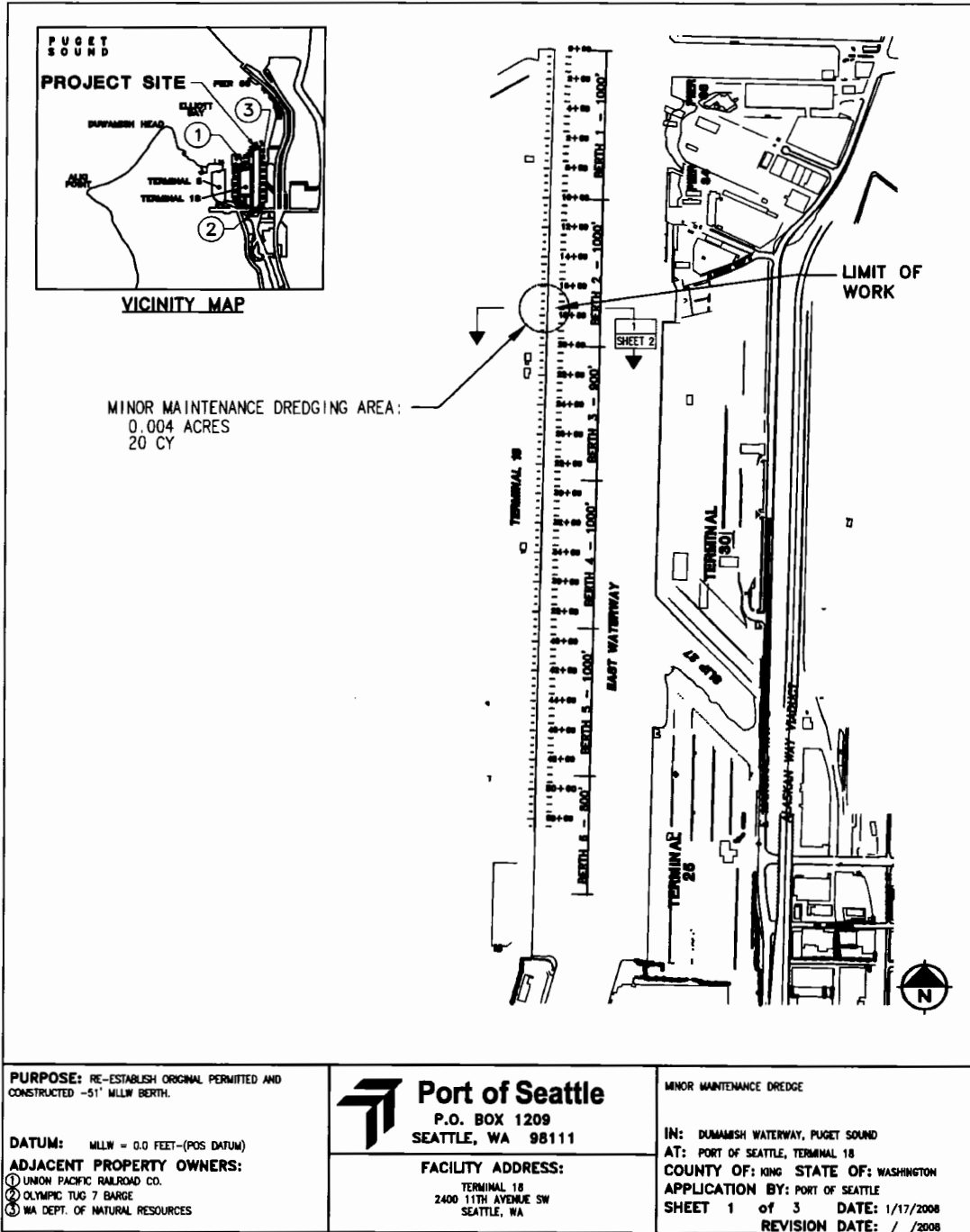
Construction is expected to require approximately 1 day or less. The project is tentatively scheduled to occur within stipulated in-water work periods in order to avoid and minimize potential negative effects on movement of juvenile salmonids in the East Waterway.

No discharge of waste material to surface water is proposed. Removed fractured rock construction material will be placed directly into a pier-side receiving truck that will transport the dredged material to an approved upland disposal site. The truck and loading area will be fitted with measures to prevent release of any sediment-laden entrained water to the East Waterway.

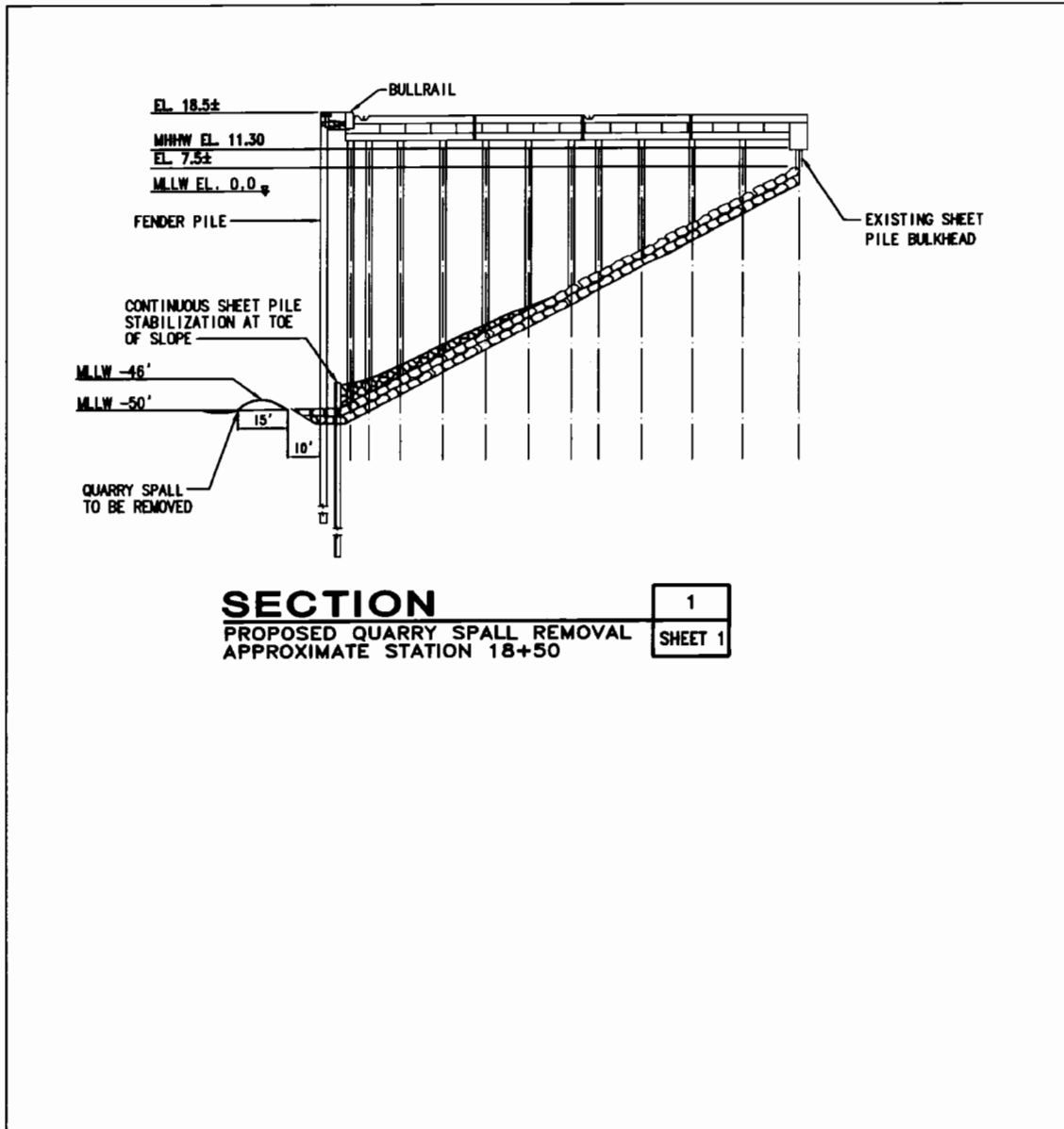
It is expected that approximately one cubic yard of existing bottom sediments may be excavated as a result of removal of the fractured rock construction material. The action of the bucket dredge at the substrate level beneath the rock mound is expected to suspend a limited amount of sediment. There will also be some incidental fall back of fine-grained sediment from the bucket during transit through the water column and to the receiving truck. The goal of the project is to limit the disturbance and removal of substrate material on which the fractured rock rests to the extent possible given bucket dredge construction methods. Reducing contact with fine-grained substrate and removing only coarse-grained quarried rock will reduce turbidity and incidental fall back, with only temporary and localized increases in water column turbidity.

The material proposed for removal appears to be a result of past construction activities at Terminal 18. The construction material appears to be small riprap, consisting of broken and crushed native rock without contamination. Previous studies indicated that contamination is present heterogeneously in the fine-grained substrate surface in the East Waterway. However, the minimal amount of substrate material, estimated at one cubic yard or less, expected to be removed along with the fractured rock material, is anticipated to have little potential for disruption or re-distribution of contaminated sediments due to re-suspension. Previous environmental review of the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge resulted in a finding of no significant impacts related to water quality associated with the dredging of approximately 195,000 cubic yards of East Waterway sediments. A new project 0.001% the size of the original project is likely to have a negligible effect on water quality. The total volume of fine-grain sediments that may be disturbed coincident with removal of construction material from the Terminal 18 berth and the surface area of disturbance are minimal compared with dredging actions reviewed and approved as part of the original DNS modified by the proposed action. To ensure no re-contamination of uplands or nearby waters, the removal of construction material, with minor amounts of East Waterway substrate, will be transferred to drainage controlled receiving equipment and transported to an approved upland disposal site.

Figure 1 Site Location

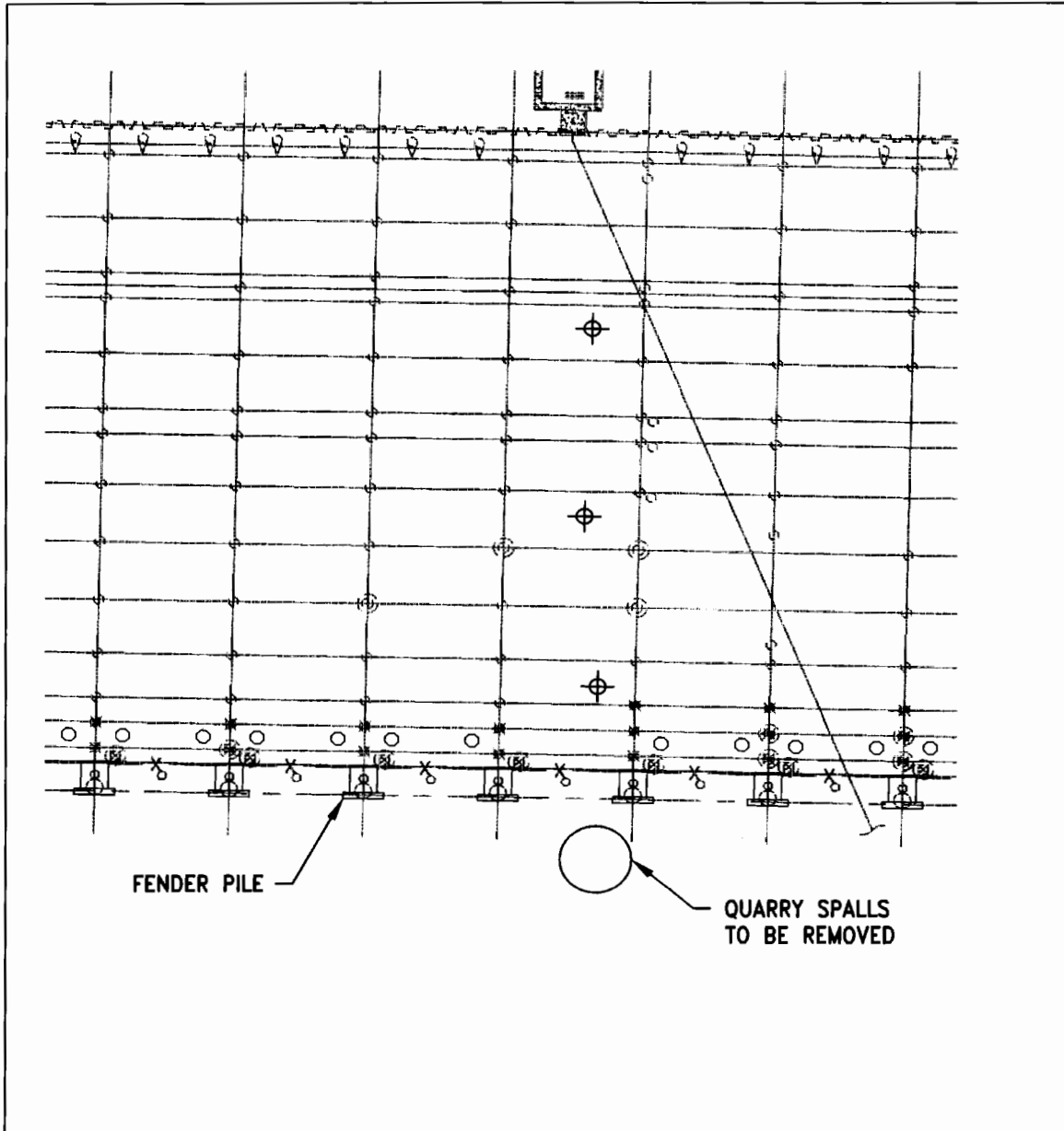


**Figure 2: Cross section: Proposed Minor Maintenance Dredge**



<p><b>PURPOSE:</b> RE-ESTABLISH ORIGINAL PERMITTED AND CONSTRUCTED -51' MLLW BERTH.</p> <p><b>DATUM:</b> MLLW = 0.0 FEET--(POS DATUM)</p> <p><b>ADJACENT PROPERTY OWNERS:</b></p> <ul style="list-style-type: none"> <li>① UNION PACIFIC RAILROAD CO.</li> <li>② OLYMPIC TUG 7 BARGE</li> <li>③ WA DEPT. OF NATURAL RESOURCES</li> </ul>	<p style="text-align: center;"> <b>Port of Seattle</b></p> <p style="text-align: center;">P.O. BOX 1209        SEATTLE, WA 98111</p> <p style="text-align: center;"><b>FACILITY ADDRESS:</b></p> <p style="text-align: center;">TERMINAL 18        2400 11TH AVENUE SW        SEATTLE, WA</p>	<p>MINOR MAINTENANCE DREDGE</p> <p><b>IN:</b> DUMMESH WATERWAY, PUGET SOUND</p> <p><b>AT:</b> PORT OF SEATTLE, TERMINAL 18</p> <p><b>COUNTY OF:</b> KING <b>STATE OF:</b> WASHINGTON</p> <p><b>APPLICATION BY:</b> PORT OF SEATTLE</p> <p><b>SHEET 2 of 3</b> <b>DATE:</b> 1/17/2008</p> <p><b>REVISION DATE:</b> / /2008</p>
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**Figure 3: Plan view –Proposed minor maintenance dredge**



**PURPOSE:** RE-ESTABLISH ORIGINAL PERMITTED AND CONSTRUCTED -51' MILLW BERTH.

**DATUM:** MILLW = 0.0 FEET-(POS DATUM)

**ADJACENT PROPERTY OWNERS:**

- ① UNION PACIFIC RAILROAD CO.
- ② OLYMPIC TUG 7 BARGE
- ③ WA DEPT. OF NATURAL RESOURCES

**Port of Seattle**  
 P.O. BOX 1209  
 SEATTLE, WA 98111

**FACILITY ADDRESS:**

TERMINAL 18  
 2400 11TH AVENUE SW  
 SEATTLE, WA

MINOR MAINTENANCE DREDGE

**IN:** DUMAMISH WATERWAY, PUGET SOUND

**AT:** PORT OF SEATTLE, TERMINAL 18

**COUNTY OF:** KING **STATE OF:** WASHINGTON

**APPLICATION BY:** PORT OF SEATTLE

**SHEET 3 of 3** **DATE:** 1/17/2008

**REVISION DATE:** / /2008

## **12. Location of the proposal**

The site proposed for repair and minor alteration is at Terminal 18. Terminal 18 is an existing container cargo facility on the east shoreline of Harbor Island, including approximately 190 acres of upland marine cargo marshalling area. The approximate street address is 2400 11th Ave SW. The complex is composed of many tax parcels. The specific work proposed will take place on tax parcel 7666701880. (See attachment B- Sheet 1 of 3, site plans with vicinity map). Terminal 18 is bounded on the west north by property controlled by Union Pacific Railroad and Olympic Tug and Barge, to the north by Elliot Bay, to the east, the East Duwamish Waterway and to the south by City of Seattle street infrastructure. The small area, with a significant elevation anomaly was noted at dock station 18+80 towards the north end of the existing cargo pier, Terminal 18.

## **B. ENVIRONMENTAL ELEMENTS**

The following section reviews the environmental impacts for the proposed minor maintenance dredging at Terminal 18 and refers and/or modifies the original checklist as appropriate. The following sub-sections provide sufficient environmental review and detail to determine whether the project could likely produce environmental impacts. Previous environmental evaluations are modified and amended as a result of information provided as part of this proposal. Copies of the previous environmental evaluations for the Central Waterfront Project are available for review at the Port of Seattle Administrative Offices, Pier 69, 2701 Alaskan Way, Seattle, Washington, 8:00 AM to 4:30 PM on weekdays.

### ***Previous Checklist # 1 Earth***

This project would remove the small (20 cubic yards maximum) pile of 8 inch to 10 inch diameter construction material extending from the water-ward margin of fender piling approximately ten feet into the East Waterway. Only the riprap material will be removed to the approved berth depth elevation of minus 50 MLLW. The total volume of material removed is conservatively estimated at a maximum of 20 cubic yards. Total disturbed area is approximately 176 square feet or about 0.004 acres.

The fractured rock material will be removed using a clamshell bucket with care being taken to minimally disturb fine-grain substrate below the construction material pile. The construction goal is to remove the mound to an elevation consistent with surrounding bottom to allow vessels to berth safely at low tides. The surrounding substrate is at the approved minus 50 foot elevation, so there is no need to remove the substrate underlying the mound. Only an incidental fall back of fine-grained sediment is anticipated during removal of the above substrate mound of construction material. Turbidity associated with removal of the mound will also be minimized by concentrating on removing the fractured rock and avoiding disruption of fine-grain sediments. The fractured rock would be hoisted into a pier-side truck and transported to an appropriate upland disposal site. It is expected the project would take three to four hours depending on the time to maneuver and set up the dredge bucket.

Previous environmental reviews from the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project addressed potential environmental effects associated with the dredging of approximately 195,000 cubic yards of East Waterway sediments. The review resulted in a SEPA decision of No Significant impacts to geotechnical stability and geologic parameters due to the project. The proposed removal of 20 cubic yards of construction materials from the berth floor – a new project 0.001% the size of the original project - is likely to have a negligible effect and will not impact or change geology or geotechnical stability of Terminal 18 nor add to or change previous environmental analyses referenced in previous environmental reviews.

***Previous Checklist No. 2 Air Quality***

Previous environmental reviews from the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project addressed potential environmental effects associated with the dredging of approximately 195,000 cubic yards of East Waterway sediments. The review resulted in a SEPA decision of No Significant impacts to air quality due to the project. The proposed removal of 20 cubic yards of construction materials from the berth floor – a new project 0.001% the size of the original project - is likely to have a negligible effect and will not impact or change air quality at Terminal 18 nor add to or change previous environmental analyses referenced in previous environmental reviews.

The proposed project will last less than a day. Diesel emissions associated with dredge barge maneuvering and operation of the bucket dredge are minimal.

***Previous Checklist Nos. 3, 4, 5 Water quality, Plants and animals***

Previous environmental reviews from the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project addressed potential environmental effects associated with the dredging of approximately 195,000 cubic yards of East Waterway sediments. The review resulted in a SEPA decision of No Significant impacts related to water quality, plants and animals due to the project. The proposed removal of 20 cubic yards of construction materials from the berth floor – a new project 0.001% the size of the original project - is likely to have a negligible effect and will not impact or change water quality, plants and animals nor add to or change previous environmental analyses referenced in previous environmental reviews.

No discharge of waste material to surface water is proposed. Removed fractured rock construction material will be placed directly into a pier-side receiving truck that will transport the dredged material to an approved upland disposal site. The truck and loading area will be fitted with measures to prevent release of any sediment-laden entrained water to the East Waterway.

It is expected that approximately one cubic yard of existing bottom sediments may be included excavated from the berth area as a result of removal of the fractured rock construction material. The action of the bucket dredge at the substrate level beneath the rock mound is expected to suspend a limited amount of sediment. There will also be some incidental fall back of fine-grained sediment from the bucket during transit through the water column and to the receiving truck. The goal of the project is to limit the disturbance and removal of substrate material on which the fractured rock rests to the extent possible given bucket dredge construction methods.

Reducing contact with fine-grained substrate and removing only coarse-grained quarried rock will reduce turbidity and incidental fall back, with only temporary and localized increases in water column turbidity.

The material proposed for removal appears to be a result of past construction activities at Terminal 18. The construction material appears to be small riprap, consisting of broken and crushed native rock without contamination. Previous studies indicated that contamination is present heterogeneously in the fine-grained substrate surface in the East Waterway. However, the minimal amount of substrate material, estimated at one cubic yard or less, expected to be removed along with the fractured rock material, is anticipated to have little potential for disruption or re-distribution of contaminated sediments due to re-suspension. Previous environmental review of the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge resulted in a finding of no significant impacts related to water quality associated with the dredging of approximately 195,000 cubic yards of East Waterway sediments. A new project 0.001% the size of the original project is likely to have a negligible effect on water quality. The total volume of fine-grain sediments that may be disturbed coincident with removal of construction material from the Terminal 18 berth and the surface area of disturbance are minimal compared with dredging actions reviewed and approved as part of the original DNS modified by the proposed action. To ensure no re-contamination of uplands or nearby waters, the removal of construction material, with minor amounts of East Waterway substrate, will be transferred to drainage controlled receiving equipment and transported to an approved upland disposal site.

Incorporation of typical construction Best Management practices and timing restriction for in-water work is expected to be adequate to ensure that no adverse impacts occur to salmonids or protected marine mammals. Potential impacts to juvenile salmonids will be avoided by scheduling in-water work to avoid their primary out migration.

***Previous Checklist No. 7a Environmental Health-Toxic or Hazardous Substances***

Previous environmental reviews from the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project addressed potential environmental effects associated with the dredging of approximately 195,000 cubic yards of East Waterway sediments. The review resulted in a SEPA decision of No Significant impacts to environmental health due to toxic or hazardous substances. The proposed removal of 20 cubic yards of construction materials from the berth floor – a new project 0.001% the size of the original project - is likely to have a negligible effect and will not impact or change environmental health at Terminal 18 nor add to or change previous environmental analyses referenced in previous environmental reviews.

***Previous Checklist No. 7b Environmental Health-Noise***

Previous environmental reviews from the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project addressed potential environmental effects associated with the dredging of approximately 195,000 cubic yards of East Waterway sediments. The review resulted in a SEPA decision of No Significant impacts to environmental health due to noise. The proposed removal of 20 cubic yards of construction materials from the berth floor – a new project

0.001% the size of the original project - is likely to have a negligible effect and will not impact or change environmental health due to noise at Terminal 18 nor add to or change previous environmental analyses referenced in previous environmental reviews

There will be noise associated with construction of the project. Construction must comply with Seattle's noise limits. Outdoor dredging for the project will be limited to daytime hours.

***Previous Checklist No. 8 Land and Shoreline Use***

Previous environmental reviews from the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project addressed potential environmental effects associated with the dredging of approximately 195,000 cubic yards of East Waterway sediments. The review resulted in a SEPA decision of No Significant impacts which included an evaluation of the consistency of the project with land use standards and codes. The proposed removal of 20 cubic yards of construction materials from the berth floor – a new project 0.001% the size of the original project - is likely to have a negligible effect and will not impact or change land use at Terminal 18 nor add to or change previous environmental analyses referenced in previous environmental reviews

Terminal 18 is presently operated as a marine cargo Terminal. The proposed minor maintenance dredging will improve the operation efficiency of an existing use on the site. There will be no changes in use. Construction standards for the Shoreline zone will be followed. Dredging is exempt from the Shoreline Substantial Development requirements. Application for the exemption is pending.

***Previous Checklist No. 11 Light and Glare***

Previous environmental reviews from the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project addressed potential environmental effects associated with the dredging of approximately 195,000 cubic yards of East Waterway sediments. The review resulted in a SEPA decision of No Significant impacts which included an evaluation of the impacts associated with light and glare. The proposed removal of 20 cubic yards of construction materials from the berth floor – a new project 0.001% the size of the original project - is likely to have a negligible effect and will not impact or change light and glare at Terminal 18 nor add to or change previous environmental analyses referenced in previous environmental reviews

The proposed project will be completed during daylight hours during a single day. There will be no environmental impacts from light and glare associated with the proposed project

***Previous Checklist No. 13. Historic and Cultural Preservation***

Previous environmental reviews from the Terminal 18 Berth Maintenance Dredge and Minimum Access Channel Dredge project addressed potential environmental effects associated with the dredging of approximately 195,000 cubic yards of East Waterway sediments. The review resulted in a SEPA decision of No Significant impacts related to historical and cultural resources due to the project. The proposed removal of 20 cubic yards of construction materials from the berth floor – a new project 0.001% the size of the original project - is likely to have a negligible

effect and will not impact or change historical or cultural resources nor add to or change previous environmental analyses referenced in previous environmental reviews.

Waters near Harbor Island are Treaty-protected "usual and accustomed" fishing areas. The Muckleshoot and Suquamish Tribes and the Washington Department of Fish and Wildlife manage fishing activity in these areas. By virtue of their location on the Duwamish East Waterway, Terminal 18 berths are within the Tribal treaty fishing areas described above. Vessel activity to and from the berths may, at times, move through drift and set gillnet fishing areas.

The proposed project schedule is to take less than one day during February, which is out of the salmon fishing season. The project will not interfere with treaty fishing. The small scale of the project will not result in any new seabed contamination.