

**FINAL SEPA DETERMINATION
OF NON-SIGNIFICANCE (DNS) OF PROPOSED ACTION**

Terminal 24--Fish and Wildlife Habitat Improvements

The Port of Seattle has completed an environmental analysis, including review of pertinent and available environmental information and preparation of an Environmental Checklist for the following proposal:

Description of the Proposed Action: The port is proposing to remove a vacant, derelict seafood shipping and receiving dock at the west margin of Terminal 24. Following removal of the existing creosote timber dock structure, fish and wildlife habitat improvements will be placed in the newly exposed sub-tidal, shallow sub-tidal, inter-tidal, and shoreline area. Restoration actions will include the following, as independent or combined actions: (1) removal of remaining over-water concrete pier deck area and creosote timber piling and associated structures; (2) removal of in-water debris and abandoned materials; (3) placement of substrate for growth of sub-tidal and shallow sub-tidal algae; (4) re-shaping existing rip-rap stabilized inter-tidal substrate to create fine-grain substrate habitat areas; and, (5) establishing native riparian vegetation at the perimeter of the aquatic habitat improvement area. Please find below a description of the project location and proposed fish and wildlife habitat improvements.

The proposed Terminal 24 fish and wildlife habitat improvement site is located on the southeast shoreline of the East Waterway. Terminal 24 and adjacent Terminal 25 include a total of approximately 41.5 acres of existing upland area and approximately 2,750 linear feet of shoreline. The entire site is built and committed to water-dependent, marine industrial use. The principal water-dependent industrial uses at the site consist of transshipment of container, bulk, and seafood cargo, using a 1,620 feet long concrete piling supported pier, with two adjacent container-cargo-vessel berths, located at the west margin of Terminal 25.

Terminal 25: The existing container cargo pier at Terminal 25, consists of a concrete deck approximately 103 feet in width, with a working cargo surface approximately 18 to 19 feet above MLLW, supported by structural concrete piling. The water-ward margin of the container pier at Terminal 25 includes a fender system, serving as a compression buffer protecting vessels moored at the site and preventing damage to the concrete pier structure, consisting of creosote treated timber piling. Approximately 22.5 acres at Terminal 25 are in use as upland container cargo marshalling area.

Terminal 24: Previous uses and activities at Terminal 24 included seven acres of upland area, devoted to seafood receiving, processing, cold storage, and shipping. A marine cargo dock, consisting of creosote piling, creosote horizontal decking, and a combined creosote timber and concrete bulkhead, has been present at the west margin of Terminal 24 for more than eighty years. The dock was used for seafood shipping and processing activities. In 2002, the port ceased seafood shipping and processing activities at Terminal 24 in order to begin redevelopment of the site, including replacing aged cold storage facilities with modern shipping, processing, and warehouse facilities. Prior to 2002, seafood product shipping activity at south Terminal 24 made use of approximately 2.1 acres of creosote-timber-dock area, including approximately 760 linear feet of dock, 110 to 120 feet wide, with a deck elevation approximately 17 to 17.5 feet above MLLW. In early 2006, the port removed approximately 1.6 acres of creosote timber decking at the dock due to

hazardous fire conditions resulting from failure of the aged under-dock sprinkler system. However, the vertical creosote support piling, longitudinal creosote timbers connecting support piling, and sections of concrete decking remain in place at the pier site. Approximately 0.3 acres of over-water timber decking at the south end of the Terminal 24 seafood dock was removed in 2003, due to seismic damage, with the creosote piling and longitudinal creosote connecting timber-piling caps remaining.

Location of Proposed Action: The Terminal 24 fish and wildlife-habitat improvement site is located at the southeast corner of the East Waterway, north of the grade level Southwest Spokane Street Bridge. The Terminal 24 street address is 3225 East Marginal Way South, Seattle, Washington, 98134. The site is located in the southeast quarter Section 12 and the northeast quarter of Section 18, Township 24 North, Range 4 East, and King County, Washington

Lead Agency: Port of Seattle (POS SEPA No. 07-04)

Determination: This environmental evaluation has been prepared 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 Resolutions 3028, 3211 and 3539, Port of Seattle SEPA Policies & Procedures. As lead agency, the Port has determined that the proposal will not have a probable significant adverse impact on the environment. Therefore, an Environmental Impact Statement (EIS) is not required under RCW 43.21C.030 (2)(c).

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 Engineering Department, Second Floor Bid Counter, Pier 69, 2711 Alaskan Way, Seattle. Any questions relating to this determination or to the proposed action should be referred to George Blomberg at Port of Seattle, P.O. Box 1209, Seattle, WA 98111, Telephone: 206-728-3194.

Public & Agency Comment: The DNS and Environmental Checklist for this project circulated on January 24, 2007 and the comment period ended on February 7, 2007. The Port's Final DNS is now being issued, as of the date below, based on the final determination of no significant environmental impacts. Please refer questions and comments about this determination or the proposal to George Blomberg at the address or telephone above.

Appeals: The Port's decision on the proposal described above and the Port's issuance of a Final DNS on this proposal constitute the Port's Final SEPA decision. 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 below pursuant to Port of Seattle Resolution No. 3028, 3211 and 3539.

Charles Sheldon, Managing Director
Seaport Administration
February 22, 2007