

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

### ***Terminal 18 – Maintenance Dredging***

The Port of Seattle has completed an environmental analysis, including review of pertinent and available environmental information and preparation of a Non-Project State Environmental Policy Act (SEPA) Checklist for the following proposal:

The present proposal includes removal of up to 2000 cubic yards of sediment from container vessel berth areas adjacent to the existing cargo pier at Terminal 18 in order to maintain minimum navigational access depths of minus 50 feet MLLW throughout the site.

The Port has conducted detailed berth depth surveys at Terminal 18, identifying a linear, dispersed shoal area, approximately 4600 feet long and extending up to 50 feet water-ward from the existing fender piling system. A total of approximately 0.75 acres of sub-tidal aquatic area, minus 44 to minus 50 feet below MLLW, has been identified for maintenance dredging in order to restore required deep draft vessel access at existing Terminal 18 container cargo berths. Maintenance dredging to ensure average minus 50 feet MLLW berth depths at Terminal 18 includes dredging to a maximum depth of minus 51 feet MLLW; as one foot over-dredge necessary to account for the accuracy of mechanical dredging equipment operating in depths in excess of 50 feet, over a dispersed site up to 4600 feet in length, comprising 0.75 acres. Including the potential for dredging to a maximum depth of minus 51 feet MLLW, the total maintenance dredging volume necessary for navigational access will not exceed 2000 cubic yards.

The accumulated sediment volume is comparatively small, however, it is anticipated that removal of the sediments will require seven to ten working days, due to the long, narrow configuration of the maintenance dredging area and the small changes in sub-tidal depths required. In addition, due to (1) the small quantity of sediments proposed for maintenance dredging, (2) the likelihood that dredged sediments would not be acceptable for open water disposal (based on previous sediment quality data from areas in the west portion of the East Waterway), and (3) the need to restore adequate navigational access depths as soon as possible, the port is proposing to remove maintenance dredging sediments to an approved upland disposal site.

Although sediment excavated during maintenance dredging will not be proposed for placement at the Puget Sound Dredged Disposal Analysis (PSDDA) unconfined open-water disposal site, sediments planned for removal will be analyzed as prescribed by Dredged Material Management Program (DMMP) guidelines and protocols.

Dredging would be accomplished using mechanical clamshell equipment. Dredged material will be placed into a haul barge, which will be transported to a contractor provided off-loading site, transferred from the haul barge by mechanical methods (e.g., land based or barge-based excavator or derrick), and transported by truck and/or rail to an approved upland landfill facility. Following restoration of adequate sub-tidal vessel berth depths at minus 50 feet below MLLW, including maintenance dredging up to minus 51 feet MLLW to ensure restoration of uniform depth throughout the dredging area, the re-exposed berth sediment surface will be evaluated. DMMP sampling and sediment evaluation protocols will be used to determine if the newly exposed surface sediments are consistent with Washington State anti-degradation requirements and EPA administered Superfund criteria.

**Location of Proposed Action:** Terminal 18, located on Harbor Island in south Elliott Bay, consists of approximately 196 acres of marine industrial area built and committed for use in transshipment of container cargo, receiving and shipping of other bulk and liquid bulk commodities, and providing other marine, water-dependent marine industrial services. The existing container cargo pier is approximately 6100 feet in length, located on the west margin of the East Waterway. The Terminal 18 container pier provides six berth areas for heavy draft ocean-going vessels, tugs, and barges. Container terminal and marine service operations at the existing water-dependent Terminal 18 facility include the following existing improvements: (1) ten container-handling cranes (six 100 feet gauge cranes and four 50 feet gauge cranes); (2) inter-modal rail facilities for coincident loading/unloading of 116, five-platform, double-stack railcars; (3) refrigerated container cargo container capacity for approximately 1,350 container units; (4) two gate facilities accommodating up to 32 lanes for heavy truck access, including 12 scales; (5) on-site maintenance and repair facilities totaling approximately 24,000 square feet of covered, drainage controlled work area; and, (6) on-site parking sufficient for approximately 300 long-shore and cargo terminal staff.

**Lead Agency:** Port of Seattle (SEPA No. 08-05)

**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 or the Port of Seattle electronic mail Internet address at [SEPA.p@portseattle.org](mailto:SEPA.p@portseattle.org). Include your mailing address when submitting questions or inquiries.

**Public & Agency Comment:** The DNS and Environmental Checklist for this project circulated on April 11, 2008 and the comment period ended on April 24, 2008. The Port's Final DNS is now being issued 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 of issuance pursuant to Port of Seattle Resolution No. 3028, 3211 and 3539.

### Signature on File

Charles Sheldon, Managing Director  
Seaport Administration  
April 28, 2008