

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

Terminal 115 – Berth 1 Modifications

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

Description of the Proposed Action: Northland Services Inc. (NSI), a barge operator carrying a wide range of cargo from Seattle to Alaska currently has a 30-year lease with the Port of Seattle for Northland's facility at Terminal 115 along the Duwamish River. As part of the lease agreement, the Port is investing funds to upgrade facilities.

Berth 1 of the Terminal 115 facility has three timber piers. Piers A, B and C are centered approximately 350 feet south of the existing concrete apron. A portable ramp is suspended between the timber piers from the shore to barges for barge loading/unloading. The proposed modifications to Berth 1 of the Terminal 115 Facility will replace the center timber pier (Pier B) with a ramp support structure and A-Frame to accommodate barge loading/unloading and upgrade fendering systems. The proposed modifications include:

- Demolish and remove existing timber Pier B
- Demolish and remove existing fender system on timber Pier A and C
- Replace damaged timber piles supporting Piers A and C
- Demolish and remove existing timber dolphin south of concrete apron
- Demolish and remove concrete pad in proposed ramp support location
- Demolish and remove bollards, electrical equipment and light pole foundation existing between Piers B and C
- Construct ramp abutment to support Northland provided ramp
- Design and procure removable A-Frame to support ramps when no barge is berthed at Berth 1
- Construct A-frame support piles
- Install Northland provided ramp
- Construct new steel fender system at Piers A and C
- Construct three steel mooring dolphins
- Install three winch supports for new 50-ton mooring winches upland
- Install catwalk from Pier C to A-Frame Support

Modifications include the following mooring hardware:

- Two steel mooring dolphins with snatch block fairleads will be placed in line with Pier A and Pier C fender pile. They will be the same height as Piers A and C. These mooring dolphins will be constructed of 48-inch diameter steel vertical pipe piles connected at the top to three 24-inch diameter steel pipe batter piles.

- One additional steel-mooring dolphin will be placed at the south end of existing Berth 2 in approximately the same location as the existing timber dolphin (to be demolished) and in line with existing fender piles at Berth 2. The dolphin will be the same height as the existing Berth 2 concrete wharf. It will be constructed of a 48-inch diameter steel vertical pile connected at the top to five 24-inch diameter steel pipe batter piles.
- Three 50-ton constant tension electric mooring winches for wire lines to the three new mooring dolphins will be installed. Two mooring winches will be placed inland of, and on each side of, new ramp abutment, in line with mooring dolphins. The other mooring winch will be placed 185 feet south of the centerline of the existing Berth 2 Ramp. Each mooring winch will be supported on a foundation consisting of three 24-inch diameter steel pipe batter piles.

Additional details about the project include:

- Maintenance dredging is included in this project. Approximately 3,750 cubic yards of material is proposed for removal to a proposed required elevation at the fender of -15 feet MLLW plus an additional one-foot of allowable overdepth to bring the final elevation to -16 feet MLLW. Dredging is proposed by mechanical clamshell equipment.
- Dredged material will be analyzed per the Dredged Material Management Program (DMMP) to determine its suitability for disposal at a Puget Sound Dredged Disposal Analysis (PSDDA) unconfined open water disposal site.
- If dredged material is determined to be suitable for open water disposal, a mechanical clamshell dredge will dredge the material, place it into a split hull or bottom dump barge, then tugboats will transport the barge to the Elliott Bay open water disposal site where the material will be placed within the site boundaries.
- If dredged material is determined to be unsuitable for open water disposal, the dredged material will be disposed of at an approved upland landfill facility. Dredged material will be placed into a haul barge, which will be transported to a Contractor provided offloading site, offloaded from the haul barge by mechanical methods (e.g., land based or floating excavator or derrick), then transported by truck and/or rail to the approved upland landfill facility.
- The Contractor provided offloading site is unknown at this time, and will be identified by the Contractor after their selection by Port competitive bid process. The Port will require the Contractor to identify their proposed offloading site in a pre-construction submittal, and to provide documentation to demonstrate that the offloading site has already been permitted to offload and stockpile dredged sediment that may potentially be contaminated.
- Characterization of the subsurface layer (i.e., newly exposed surface) will be conducted to determine whether the newly exposed sediment concentrations exceed Washington State's anti-degradation policy. If State regulatory agencies determine that the subsurface conditions exceed the anti-degradation policy, the Port has assumed a contingency action that will include dredging an additional one foot of material within the berth area, and placing a minimum 6 inches of clean sandy cover over the berth area. The approximate volume for additional dredging is 600 cubic yards, and the maximum volume of clean cover would be 600 cubic yards (assuming 6 inches cover plus 6 inches of allowable overplacement). This results in a potential maximum dredge volume of 4,350 cubic yards.
- Pier B will be demolished. To maintain slope stability, the Geotechnical Engineer recommends leaving Pier B piles in place, allowing removal only if required for new pile

placement. Therefore, only the Pier B fender piles (ten 14-inch diameter creosote-treated timber piles) and the three most waterside rows of piles (eighteen plumb and two batter 14-inch diameter creosote-treated timber piles) will be pulled. The most landside row of timber piles (six 14-inch diameter creosote-treated timber piles) will remain standing to support the timber bulkhead wall. The remaining five rows of piles (thirty plumb and four batter 14-inch diameter creosote treated-timber piles) will be cut off two feet below the mudline and capped with sand.

- The concrete ramp abutment will be supported with eight 24-inch diameter steel pipe batter piles.
- A new fender system will be constructed at the face of timber Piers A and C. The current fender system, consisting of twenty 14-inch diameter creosote-treated timber piles at Pier A and three at Pier C will be extracted. The new fender system will consist of four 16-inch diameter steel pipe piles equally spaced across the face of each pier, for a total of eight new steel fender piles. The face of the fender system will extend approximately one foot further in the waterway than the existing fenders.
- Piers A and C are supported by 14-inch diameter creosote-treated timber piling, some of which are damaged. Up to 16 damaged piles will be replaced with 12-inch to 16-inch diameter ACZA-treated timber piles.
- Support clearance and inside dimension of A-Frame will be a minimum of 56 feet to provide clearance when taking 30 to 50 foot length cargo containers and over length cargo over ramps. The A-Frame will be supported at each leg by one 24-inch diameter vertical steel pipe pile and one 16-inch diameter batter pipe pile for a total of eight steel pipe piles.
- A 4-foot wide by 24-foot long fiberglass grated catwalk from Pier C to the A-Frame support will provide access to winch, power plug and controls.
- A 2-1/2-inch potable water supply will be constructed to service one location with a flexible hose attachment. The service location will be at the ramp abutment with a flexible hose attachment.
- Electrical requirements include bringing power to the A-Frame meeting the same criteria as power to the existing A-Frames and bringing power and communication conduit to a checker shack to be located southwest of the ramp abutment.
- Riparian plantings will be installed along the shoreline of T-115 just south of the project area. Plantings will consist of native, riparian trees and shrubs and will be installed at the top of the bank. See response below in 4d. Plants for more details on the riparian plantings.

Location of Proposed Action: The Terminal 115 project site is located on the west margin of the Duwamish Waterway, between river mile 2.1 and 2.4. It includes approximately 93 acres of marine cargo handling facilities. Please note that the Duwamish Waterway comprises the downstream extent of the Green-Duwamish river watershed (WRIA 9). Terminal 115 is located in the northeast quadrant of Section 30, Township 24 North, Range 4 East, King County, Washington. The street address is 6020-6730 West Marginal Way Southwest, Seattle, Washington.

Lead Agency: Port of Seattle (SEPA No. 08-02)

Determination: The Port of Seattle completed an environmental evaluation including review of pertinent and available environmental information, 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 Port Commission

Resolutions 3028, 3211, and 3539, Port of Seattle SEPA Policies and Procedures. On February 19, 2008, as lead agency, the Port determined the proposal would 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). Any action to set aside, enjoin, review, or otherwise challenge such action on the grounds of noncompliance with the provisions of Chapter 43.21C RCW (State Environmental Policy Act) shall be commenced within 21 days from the date of last newspaper publication of the notice or be barred. Port Commission Resolutions 3028, 3211 and 3539 contain the procedures for appealing a SEPA decision of the Port of Seattle.

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, at the Engineering Services Dept., Second Floor Bid Counter, Pier 69, 2711 Alaskan Way, Seattle. The document is also available for review online at <http://www.portseattle.org/community/environment/>.

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 March 4, 2008, after which the Port will (1) formally adopt this Determination of Non-Significance; (2) clarify or review the proposal; or (3) complete additional environmental analyses, as appropriate. The Port will accept public and agency comments until 4:00 PM on March 4, 2008. Please refer any questions relating to this determination or to the proposed actions to Jason Jordan, Port of Seattle, Environmental Services, P.O. Box 1209, Seattle, WA 98111. Tel: 206-728-3675 or the Port of Seattle electronic mail Internet address at SEPA.p@portseattle.org. Include your mailing address when submitting comments to the electronic Internet address.

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. 3211 and RCW 43.21C.080.

Signature on File

Charles Sheldon
Managing Director Seaport
February 15, 2008