ENVIRONMENTAL CHECKLIST

Terminal 115 – Berth 1 Modifications

A. BACKGROUND

1. Name of proposed project, if applicable: Terminal 115 Berth 1 Modifications

2. Name of applicant: Port of Seattle

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

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Port of Seattle
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4. Date checklist prepared: February 11, 2008

5. Agency requesting checklist: Port of Seattle (SEPA File Number: 08-02)

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

The proposed start date is October 2008 and the project is expected to be substantially complete by June 2009. The project may not be constructed until October 2009 pending project funding and permitting approval, and then would be substantially complete by June 2010.

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

There are no current plans for additions, expansion or further changes in structures or uses at Terminal 115. No other construction activities or improvements are related to this proposal.

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

The Port is preparing an evaluation of the potential aquatic area effects of the proposed project analyzing the effect of anticipated in-water uses and construction activities on endangered and threatened species. A copy of the project biological evaluation may be obtained from the Port for review.

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.

There are no other known applications pending for governmental approvals for other development actions or proposals directly affecting the Terminal 115 site.

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

- City of Seattle – Shoreline Substantial Development/Master Use Permit.
- Washington Department of Fish and Wildlife – Hydraulic Project Approval
- US Army Corps of Engineers – Section 10/404 Permit
- Washington Department of Ecology – Section 401 Water Quality Certification.
- City of Seattle – Building Permit

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.)

Project Background

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.

Project Description

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 (See Sheet 2 of 2). 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 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.

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, 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.

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 (See Sheet 1 of 2).

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____.

Terminal 115, located on the west margin of the Duwamish Waterway, between mile 2.1 and 2.4, includes approximately 93 acres of marine cargo handling facilities. Upland facilities consist of cargo warehouse and cold storage facilities totaling approximately 210,000 square feet, and gate entrance structures served by north and south access roads. The existing marine industrial site was constructed as a filled location, completed in 1969, with an approximate two percent slope to allow for appropriate storm water drainage.

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

The steepest slopes at Terminal 115 are located in the shoreline area beneath the existing 1200 feet long concrete piling supported cargo pier and adjacent finger pier area. These pier structures connect the upland cargo operations area with vessels using berth area adjacent to east margin of Terminal 115, moored in the

Duwamish Waterway. The existing structures provide the greatest elevation difference at the site, bridging the upland grade elevation of the cargo marshalling yard, approximately 18.5 to 20 feet above MLLW, with existing berth depths of between 15 feet and 35 feet below MLLW. The slope beneath the existing pier structures is, therefore, comparatively steep. The original design slope under the concrete apron was 2:1. The design slope under the timber piers is less. The constructed slope beneath the concrete cargo pier and the finger piers at the site is structurally stabilized by concrete and timber piling and heavy armor or riprap stone.

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 prime farmland.

The Terminal 115 location is constructed on filled former tideland area of the Duwamish River estuary. Fill at the site consists of sediments dredged from the previous tideland area, excavated in the first two decades of the last century in order to create deep draft navigational access in the Duwamish Waterway, and more recently placed fill materials from adjacent upland locations. The Terminal 115 site consists entirely of filled upland and has no previous, existing, or potential agricultural use.

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

As a filled former aquatic area site, Terminal 115 may be subject to scattered liquefaction and is identified by City of Seattle Critical Area maps as within a potentially liquefaction zone. Liquefaction potential zones are considered environmentally sensitive but not environmentally critical areas.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Only minor backfilling for equipment foundation and utility trench excavations will occur as a part of this project. Onsite excavated material will be used as backfill to the maximum extent possible. Some imported clean select fill may be required to replace any material unsuitable for backfill.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

It is anticipated there will be some minor erosion during the construction of this project. BMPs will be in place during construction through a Temporary Erosion and Sedimentation Control (TESC) plan and implementation required of the contractor as a part of the contract to control any potential runoff from the site.

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

With the exception of the riprap slope along the Duwamish Waterway adjoining the construction site, all of the existing uplands construction area within the work site is covered by impervious surface (asphalt-concrete pavement) and will remain so upon completion of the project.

h. Proposed measures to reduce or control erosion, or other impacts to the earth if any:

Best management practices (BMP's) for control of potential sources of erosion will be implemented during all demolition and construction activities as consistent with the City of Seattle Stormwater, Grading, and Drainage Control Ordinance and Department of Planning and Development Director's Rules.

Riparian plantings will be installed along the shoreline just south of T-115, which will enhance upland and aquatic habitat in the project area. Once established, the plantings will help reduce the possibility of bank erosion by stabilizing the shoreline slope. See response 4d (Plants) below for more details on the riparian plantings.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

The Terminal 115 marine cargo facility has been in continuous operation since 1969 and the facility-wide

cargo shipping capacity, also referred to as through-put capacity, of the site will not be expanded as a result of the proposed project. Barge and bulk cargo operations will continue to be present at the site. Therefore, air emissions from facility-wide cargo operations at the site will not change significantly in comparison with past cargo operations at the entire site.

Air emissions expected as a result of demolition and construction activities will include vehicle and equipment emissions during demolition and construction and air emissions from equipment used for construction. Equipment anticipated for use at the site will include motor-powered, land and water-based demolition, floating derrick for dredging, tugboats, construction machinery and heavy trucks.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No off-site sources of air emissions are present that have the potential to adversely affect the present proposal.

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

Motor-powered equipment used for the proposed demolition and construction activities will be operated and maintained consistent with existing air emissions requirements.

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.

The proposed project at Terminal 115 is located between approximately river mile 2.1 and 2.4 of the Duwamish Waterway. Please note that the Duwamish Waterway is tributary to the Green/Duwamish watershed (WRIA 9).

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.

The proposed project at Terminal 115 will take place in existing upland and shoreline areas built and committed to marine industrial use. Demolition and construction activities will take place within 200 feet of the shoreline and will require in-water construction activities.

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.

Maintenance dredging is included in this project. Approximately 3,750 cubic yards of material is proposed for dredging to a required dredge elevation at the fender of –15 feet MLLW, plus an additional one-foot of allowable overdepth to bring the final dredge elevation to -16 feet MLLW. Dredging is proposed by mechanical clamshell equipment. The approximate surface area of the dredge prism (including sideslope area) is less than an acre.

Characterization of the subsurface layer is being 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 (to –17 ft MLLW), 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.

The clean backfill material will likely be sand to silty sand material obtained from either an upland source (sand and gravel quarry) or potentially clean dredge material from some other dredging project site that is approved to beneficially re-use their sediment as clean backfill. The clean backfill material, regardless of source, would be tested against State Sediment Management Standards (SMS) to ensure that the backfill material meets the Sediment Quality Standards (SQS) criteria.

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

No surface water withdrawals or diversions are proposed as part of the proposed project.

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

The proposed project at Terminal 115 will take place in existing shoreland areas used for the past thirty years as a marine industrial, water-dependent site. Existing working surfaces at the site at the existing top of timber piers is approximately plus 18.5 to 19 feet MLLW. The concrete pier is 20 feet. The aquatic area water-ward of the existing shoreline and beneath existing pier structures at the east margin of the site is subject to fluctuations in the 100-year floodplain.

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 project does not include discharge of waste materials to aquatic area in the adjacent Duwamish Waterway.

Two aspects of the proposed project are important to note regarding potential releases of contaminants to aquatic area in the Duwamish Waterway. First, all operating equipment at the site will be subject to best management practices (BMPs) and Spill Prevention, Containment and Countermeasures (SPCC) plans implemented to avoid and minimize potential releases of fuel and petroleum products used by construction equipment to the marine environment. Second, proposed demolition and construction activities will be controlled by best management practices intended to avoid and minimize potential releases of fugitive materials to the aquatic environment.

Please refer to Section B.3.d. below for additional information concerning avoiding and minimizing potential adverse effects to aquatic area in the Duwamish Waterway, aquatic area important to fish and wildlife habitat.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

The proposed project at Terminal 115 does not include withdrawal of groundwater or discharge of materials to groundwater at the project site.

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

The proposed project does not include any discharge of waste material to ground water at the site.

c. Water Runoff (including storm water):

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.

No changes in existing storm drainage systems are proposed and no change in existing upland impervious surface at the site will take place.

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

Only minimal volumes of waste materials will be generated during demolition and construction activities. These materials will be confined and collected as they appear, with the objective of avoiding and minimizing releases of debris to surface water.

Please note that motorized equipment used for construction activities at Terminal 115 will be subject to stringent controls prohibiting discharge of deleterious materials to the aquatic environment.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

All construction activities will be controlled to avoid and minimize potential releases of debris to the aquatic environment. Motorized equipment used to perform demolition and replacement activities will be subject to prudent best management practices and stringent discharge controls.

Potential adverse effects on water quality and wildlife are expected to be limited to temporary, localized turbidity increases. Potential adverse effects will be minimized during construction by the following in-water construction controls and best management practices:

- All in-water construction activities will be limited to periods determined by participating state and federal agencies to avoid potential adverse effects on migratory fish.
- Best management practices, spill response procedures, and erosion and sediment control measures will be implemented during all phases of construction, in aquatic and upland locations, to avoid discharges and prevent entry of debris to surface waters. All construction debris, including treated wood fragments present during demolition and wood fragments and particulates generated during woodworking and fitting, will be captured and prevented from entering the aquatic area.

In-water work will be coordinated with Treaty tribe fishing access in order to avoid and minimize potential effects on usual and accustomed fishing activities in the Duwamish Waterway.

During sediment offloading operations, the contractor will be required to use a spill plate between the haul barge and upland stockpile to prevent spillage of sediment during offloading.

The project will result in net long-term benefits to aquatic habitat. A total of 72 creosote-treated timber piles will be removed from the aquatic environment, which will improve long-term water quality in the project area. At most, 30 new steel pipe piles will be driven in-water. Therefore, the total number of in-water piles will be reduced by at least 42. Up to 16 damaged creosote-treated timber piles supporting Piers A and C will be replaced by ACZA treated timber piles. The replacement of Pier B with the loading ramp would improve aquatic habitat by decreasing intertidal/shallow subtidal overwater coverage by approximately 380 square feet.

4. Plants

a. Check or circle types of vegetation found on the site:

___ deciduous tree: alder, maple, aspen, other
___ evergreen tree: fir, cedar, pine, other
_x__ shrubs
___ grass
___ pasture
___ crop or grain
___ 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?

No significant vegetation is present in the area of existing pier structures at Terminal 115. The existing north and south entrance roads serving as gate facilities for the entire 93-acre Terminal 115 site include existing trees and shrubs arranged as boulevard landscape vegetation. Please note that the north and south access roads are not public right-of-way. The access roads connects marine terminal traffic with public right-of-way on West Marginal Way Southwest, however, the access roads are located on publicly owned port marine terminal area. In addition, the west margin of Terminal 115 includes a ten feet wide, 2,350 feet long, pedestrian/bicycle pathway. The pathway is located in a 20 to 30 feet wide landscaped buffer area, including arterial street-trees (placed in thirty foot intervals, separating the pathway from traffic on West Marginal Way Southwest) and additional trees and shrubs.

No existing landscape vegetation at Terminal 115 will be affected by the proposed project.

Along the shoreline south of the Project area where riparian vegetation is proposed, a relatively continuous stand of Himalayan blackberry (*Rubus procerus*) is going out of the rip-rap at the top of the bank.

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

No threatened or endangered plant species are known to be in the project area.

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

No existing landscape vegetation will be affected by the proposed project.

In order to enhance riparian habitat in the vicinity of the project, a riparian planting will be installed along the shoreline just south of the T-115 project area. Riparian shoreline planting would occur in planting beds along an approximately 150 feet stretch of the shoreline in the southern portion of T-115. This portion of the shoreline consists of riprap on an approximately 2H:1V slope, up to a flat, paved upland at approximately +18 feet MLLW.

A series of planting beds will be installed at the top of the riprap shoreline, typically at approximately +16 to +18 feet MLLW. These beds will encompass approximately half of the 150 foot length of the shoreline. Non-native vegetation (Himalayan blackberry) will be cleared and grubbed from the shoreline where it interferes with planting or is adjacent to planting areas. Each planting area will be approximately 4 feet wide by 10 feet long by 3 feet deep. The planting areas will be dispersed along the shoreline with unmodified riprap or compacted gravel remaining between planting areas. Existing substrate will be excavated from each planting area to a depth of approximately 3 feet and topsoil added as backfill. Excavated materials will be disposed of at an appropriate upland location. Native trees will then be installed in the planting areas. Planting areas will also include a limited native shrub layer. Temporary Irrigation will be installed to promote survival.

5. Animals

a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

The built and committed marine cargo use area in existing upland and shore land at Terminal 115 includes active cargo, warehouse, and industrial operations and does not include significant upland habitat for birds or mammals. Aquatic area in the adjacent Duwamish Waterway provides habitat important to numerous species of resident and migratory fish and wildlife. In recent years, development and construction activities in marine and estuarine locations in Puget Sound have been the subject of increased scrutiny as a result of Endangered Species Act listings, with particular concern for the life cycle and aquatic habitat requirements of Chinook salmon.

Consistent with in-water construction review and permit requirements implemented by the US Army Corps of Engineers, Seattle District, the port is preparing detailed information describing existing aquatic habitat conditions in the Duwamish Waterway, pertaining to Endangered Species Act decision-making requirements. This information will be presented in the form of a biological evaluation, analyzing the potential for adverse aquatic area effects due to the aquatic area construction included in the proposed project. Corps of Engineers permit documents and the accompanying biological evaluation will be available for review, contact Jason Jordan, Seaport Environmental, P.O. Box 1209 Seattle, Washington 98111 (telephone 206-728-3675, e-mail: Jordan.jason@portseattle.org).

The following provides summary information concerning potential adverse effects on fish and wildlife due to the proposed project:

Species listed under the Endangered Species Act (ESA) that may be present in the vicinity of the proposed Terminal 115 barge cargo improvement project include: (1) Puget Sound Chinook salmon – threatened; (2) Puget Sound steelhead – threatened; (3) Coastal-Puget Sound bull trout- threatened; (4) Stellar sea lion – threatened; (5) leatherback sea turtle – endangered; (6) humpback whale – endangered; and (7) Orca whale – endangered.

South Elliott Bay, the East Waterway and West Waterway, and the Duwamish Waterway are part of a migration corridor important to anadromous salmon species, serving as a connection between Elliott Bay and the Green/Duwamish watershed. In particular, Puget Sound Chinook, Puget Sound steelhead and Coastal-Puget Sound bull trout are known to use the project area. However, bull trout use the Green/Duwamish River system to a lesser degree than chinook salmon or steelhead trout. Adult bull trout have been identified in the Green/Duwamish river basin and may use this area for foraging, migration, and overwintering; however, there is no indication that the system supports a spawning bull trout population.

Steller sea lions are not common in the project area and typically would not be expected to enter the area when piling construction activities occur. Leatherback sea turtles typically occur in offshore locations and there are no documented sightings within Puget Sound; therefore, it is unlikely that this species uses Elliott Bay or the Duwamish Waterway. Humpback whales are unlikely to be present in the project area at any time. There are no direct, indirect, or cumulative effects due to the proposed project that are expected to adversely affected Steller sea lions or humpback whales.

Puget Sound Orca whales (Orcinus orca) were listed under the federal Endangered Species Act as an endangered species on November 12, 2005. Known officially as the Southern Resident killer whales, they are usually found in northern Puget Sound around the San Juan Islands, but individual whales have been known to occasionally stray into the southern reaches of the Sound.

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

Species listed under the Endangered Species Act (ESA) that may be present in the vicinity of the proposed Terminal 115 project include: (1) Puget Sound Chinook salmon – threatened; (2) bull trout- threatened; (3) Stellar sea lion – threatened; (4) humpback whale – endangered; and (5) Orca whale – threatened.

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

South Elliott Bay, the East and West Waterways, and the Duwamish 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 project area.

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

Measures to avoid and minimize potential adverse effects on ESA species of concern and, as a result, function as conservation measures, may include a combination of the following:

- Timing restrictions specifying allowable in-water work periods. Piling removal and installation activities would take place only between October 15 and February 15, or other period determined by state and federal agencies.

- Water quality standards and procedures that limit the effect of turbidity to a defined mixing zone, stipulate limits for chemical constituents, dissolved oxygen, and other parameters, implemented by the Washington Department of Ecology.
- Water quality monitoring during piling construction operations to ensure that applicable water quality standards are met.
- Best management practices (BMPs) required to reduce the potential for construction-related potential affects on aquatic species and their habitats, including: (1) prevention of releases of petroleum products, chemical, or other toxic or deleterious materials to the water; (2) immediate stop of work to report and contain any spills or releases, and, (3) preparation and application of a Spill Prevention, Control, and Countermeasure (SPCC) plan for use through the piling removal and installation activities.

Please also see Section B.3.d. (Water) above for measures to preserve or enhance wildlife.

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 cargo operations at the Terminal 115 project site will take place due to the proposed project.

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

The proposed project at Terminal 115 will have no adverse effect on potential use of solar energy at adjacent sites.

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:

Fuel-efficient electrical and motorized equipment will be used to the extent possible throughout the construction and operation of the proposed project.

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 as a result of this proposal? If so, describe.

The proposed project does not include any new activities at Terminal 115 and, therefore, no operational changes will result that have the potential to introduce environmental health hazards to the project area. Please note 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. No increase in exposure is anticipated.

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.

1) Describe special emergency services that might be required.

No special emergency services are anticipated or necessary due to the proposed project.

2) Proposed measures to reduce or control environmental health hazards, if any:

Potentially hazardous fuels, lubricants, and associated materials used for operation of motorized equipment as part of the proposed demolition and construction activity will be subject to existing local, state, and federal controls for use, handling, and storage, with the objective of avoiding potential environmental health exposure and hazards.

If dredged material is determined to be unsuitable for open water disposal, the dredged material will disposed

of at an approved upland landfill facility.

b. Noise

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

Terminal 115 is located on the west shoreline of the Duwamish Waterway, northwest of the First Avenue South Duwamish Waterway Bridge, in the Duwamish industrial area. Existing sources of noise at the site include motor-driven vehicles, particularly heavy forklifts, and barge cargo hauling trucks. Adjacent sources of noise include Highway 99 vehicle traffic, First Avenue South bridge traffic, heavy vehicle traffic on West Marginal Way Southwest, rail traffic from rail lines parallel to West Marginal Way Southwest, and adjacent industrial facilities.

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 noise levels will be affected at Terminal 115 during demolition and construction.

No significant increase in the volume of cargo operations is anticipated in comparison with the cargo capacity represented by the existing cargo pier. Therefore, no significant increase in noise resulting from continuing marine cargo operations at the site is expected to result from the proposed project.

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

All motorized demolition equipment will be maintained and operated consistent with prudent measures to control potential noise emissions.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The Terminal 115 site is built and committed to marine industrial cargo use. Additional container cargo shipment facilities and operations, at privately owned industrial sites, are present north and east of Terminal 115. Existing marine service uses and activities are consistent with the industrial shore-land and upland character of the project location.

b. Has the site been used for agriculture? If so, describe.

The Terminal 115 site has no historic agricultural use.

c. Describe any structures on the site.

The existing Terminal 115 site comprises approximately 93 acres of upland and shore land marine marshaling area, warehouse structures, industrial repair and fabrication uses, and seafood processing facilities.

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

- Demolish and remove existing timber Pier B
- Demolish and remove existing fender system on timber Piers A, B and C
- Demolish and replace damaged timber structural piles supporting timber 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.

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

The existing zoning classification is Heavy Industrial (IG1/U 85).

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

Existing comprehensive land use designations for the site include Heavy Industrial, General Industrial, and Manufacturing.

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

The present City of Seattle Shoreline Master Program designation for Terminal 115 is Urban Industrial (UI).

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

City of Seattle Critical Area Maps indicate the Terminal 115 site is within a potential liquefaction zone, since the area was created on fill in a portion of former south Elliott Bay tidelands. Potential liquefaction zones are considered environmentally sensitive but not environmentally critical areas.

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

No residential uses are present at the project site and no residential occupancy is proposed. Approximately 120 workers are currently engaged in barge cargo operations, during peak cargo volume periods (typically spring and fall), following barge cargo improvements at the site. There is not expected to be a change in the number of workers at the site.

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

The completed project 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 the proposed project at Terminal 115; 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:

The port's marine facility objective at Terminal 115 is to improve the efficiency of barge cargo operations. The project is consistent with the port's long-range marine cargo facility objectives, including updates in the port's Harbor Development Strategy (2002).

The proposed project is consistent with the permitted uses and activities identified in the Seattle Shoreline Master Program.

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 project at Terminal 115.

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

No housing units would be eliminated due to the proposed project.

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

Since no housing resources will be affected, no measures to reduce or control adverse effects on housing are included in the present proposal.

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?

The top of the new steel A-Frame structure will not exceed 45 feet above MLLW. No change in grade elevations at the site is proposed. In addition, no change in use is proposed.

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

No adverse effects on views of adjacent water and shoreline areas is expected to result from the proposed project.

Existing views at the Terminal 115 include the above grade portions of the warehouse structures and mobile crane equipment in use in the area of existing pier and dock structures along the east (waterward) margin of the site. Please note that barge cargo and bulk cargo transshipped at the site may appear in rows of stacked twenty and forty feet long cargo containers up to 40 feet high or as areas of open storage of cargo. Empty containers may be present at the site, marshaled in stacks up to 60 feet high.

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

No significant changes in view conditions at the existing marine cargo terminal are anticipated and no offsetting aesthetic measures are included in the present proposal.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The proposal is not expected to produce light or glare over the present conditions.

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

No light or glare from the finished project is expected to be a safety hazard or interfere with views.

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

No off-site sources of light and glare in the area of the Terminal 115 are expected to adversely affect the present proposal.

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

No impacts are expected. Therefore, no mitigation measures are proposed.

12. Recreation

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

The Port of Seattle has constructed and maintains three public shoreline access sites near the proposed Terminal 115 project areas: (1) Duwamish Public Access at Terminal 107, 4700 West Marginal Way Southwest (approximately 4500 feet north of Terminal 115): 7.2 acre site, including approximately 3000 feet of shoreline access, off-street parking, seating and covered tables, pathways/overlook areas, landscaping, fish and wildlife habitat restoration, and interpretive information; (2) Diagonal Avenue South Public Access, Diagonal Avenue South, located west of East Marginal Way South (approximately 5500 feet north and east of Terminal 115): 1.3 acre site, including 600 feet of shoreline access, with walkways, benches and tables, landscaped area, and fish and wildlife habitat restoration; and (3) Terminal 115 Viewpoint, east of Southwest Michigan Street/First Avenue Southwest intersection (at southeast margin of Terminal 115 and northwest of First Avenue South Duwamish Waterway bridge): 120 feet of shoreline access, native shoreline vegetation and seating.

In addition, a ten feet wide pedestrian/bicycle pathway is present on the east margin of West Marginal Way Southwest at the west side of Terminal 115. The pedestrian/Bicycle pathway links to pathway routes to the north (along West Marginal Way Southwest), east (using East Marginal Way South via the First Avenue South Duwamish Waterway bridge), and south through the Southpark and Duwamish industrial area.

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

The proposed project will not alter or disrupt public shoreline or recreational uses in the project area.

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

No disruption or displacement of existing public shoreline access or recreational uses in the area of the Terminal 115 projects is anticipated.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

No listed historic or cultural resource sites are known to be present at or adjacent to the Terminal 115 project site. The possibility that historic or cultural resources are present at the site is low since the present marine cargo facility consists of more than 90 acres of fill, with the majority of fill placed in former aquatic area of the Duwamish estuary. The historic shoreline in this area was located near the present alignment of West Marginal Way Southwest, approximately 600 feet west of the proposed project.

Aquatic area near the Duwamish Waterway consists of Treat-protected "usual and accustomed" fishing area. Fishing activity in this area is managed by the Muckleshoot Indian Tribe, 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 harvest Chinook, coho, chum, and steelhead salmon in the Elliott Bay /Duwamish traditional fishing areas during summer, fall, and winter of each year, generally from August through February. Terminal 115 and aquatic area adjacent to Terminal 115 is an active set net fishing area.

Since the Terminal 115 project site is located at an existing marine terminal facility and no expansion of the physical dock or pier structures at the site is proposed, the project is not expected to have any direct additional effect on Treaty tribe "usual and accustomed" fishing area. Please note that the proposed project is not expected to add to the cargo shipping capacity of the present marine terminal facility, and a significant increase in use of the site by barges, tugs and deep draft vessels, compared with present vessel use frequency, is not expected. The throughput capacity of the marine cargo terminal is not expected to increase significantly, compared with the present number of vessel calls at the cargo pier and the cargo volume represented by vessel service.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

No landmarks or evidence of historic, archaeological, scientific, or cultural features of importance are known to be at the project site or potentially affected by project actions.

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

No potential adverse effects on historic or cultural resources are anticipated and no measures are proposed to reduce or control such effects.

Please note that at present the port works in partnership with the Muckleshoot Tribe to inform treaty fishermen of vessel activity at Terminal 115, including 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 to this area of the Duwamish Waterway.

It is important that construction activities necessary for the proposed project avoid and minimize potential disruption of Treaty fishing activities. Construction activities will also be coordinated with fishing periods in order to minimize potential disruption of fishing locations due to the presence of floating construction equipment and shifts in vessel mooring areas due to construction.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Terminal 115 is located west of Interstate Highway 5 and west of Highway 99. The site is northwest of the First Avenue South Duwamish Waterway Bridge. The site includes arterial street connections to: (1) the Spokane Street industrial traffic corridor via West Marginal Way Southwest (approximately 2.2 miles north); (2) the Michigan Street industrial traffic corridor via the First Avenue South bridge; and, (3) Highway 99 and Highway 509 via West Marginal Way Southwest and Highland Park Way Southwest. Access in all cases is via existing

arterial streets and the existing north and south access roads at Terminal 115.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

No public transit is located on West Marginal Way Southwest. Metro Transit service is present on Highland Park Way Southwest, at the south margin of Terminal 115.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Existing Terminal 115 marine cargo operations include approximately 130 on-site (off-street) parking spaces. The proposed project will not alter the number of on-site parking areas identified at Terminal 115.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The proposed project does not require changes or improvements to existing roads or streets in the project area. The project will allow for full utilization of existing marine terminal facilities at the site. No increase in marine terminal shipping capacity will result from the proposed project, however, and no changes in road and street connections are necessary or required.

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

No changes in rail or air transportation will result from the proposed project. It is important to note that the proposed project will make use of existing dock and pier structures for access to the Duwamish Waterway. Rail access is present at the site and no changes are proposed to rail lines or rail service characteristics.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

No significant change in the volume of trucks transporting marine cargo to and from the Terminal 115 facility is expected, nor is a significant increase in the number of vehicles used by workers at the site anticipated. During the past 30 years, Terminal 115 has been used simultaneously by up to three separate cargo shipping operations. The capacity of the site, including the efficient use of all of the existing marine cargo marshalling area first constructed in 1969 is unchanged. The present volume of marine cargo shipping activities at the site is less than the capacity of the entire 93-acres facility since approximately 20 acres at Terminal 115 are devoted to seafood processing and other warehousing/industrial activities.

The proposed project will ensure continuing cargo transshipment at Terminal 115, but is not expected to increase facility-wide cargo capacity. Therefore, no significant change in the volume of cargo shipped at the Terminal 115 site, compared with present conditions at the site, is anticipated.

During construction it is expected that vehicle use will include truck trips necessary for material hauling (including removal of materials and delivery of construction materials) and construction employee trips. The total number of construction vehicle trips is not expected to exceed 25 to 50 trips per day.

g. Proposed measures to reduce or control transportation impacts, if any:

No long-term negative effects on transportation in the area of Terminal 115 are anticipated as a result of the proposed project. No additional measures for reduction/minimization of potential adverse transportation effects are included in the project.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No increase in public services is anticipated as a result of the proposed project.

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

No measures for offsetting, reducing or controlling negative effects on public services are required.

16. Utilities

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

Terminal 115 receives electric, natural gas, water, solid waste, sanitary sewer, and telephone service.

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 that might be needed.

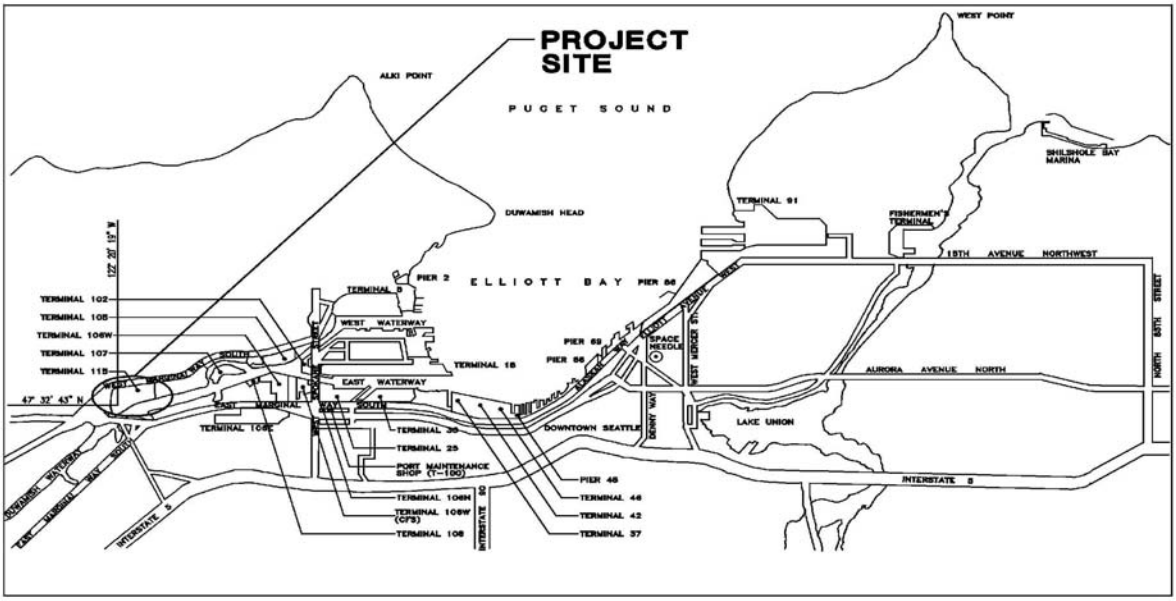
No change in utilities serving the site are proposed in the present project.

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.

Signature: Signature on File

Date Submitted: 2/14/08



VICINITY MAP

SCALE: NO SCALE
LAT. 47° 32' 43" NORTH
LONG. 122° 20' 19" WEST

PURPOSE: REMOVE CREOSOTE PILING PIER "B", INSTALL STEEL RAMP SUPPORT STRUCTURES; REMOVE CREOSOTE FENDER PILING AND REPLACE WITH STEEL ON PIERS "A" AND "C"; REMOVE EXISTING CREOSOTE TIMBER DOLPHIN; INSTALL THREE STEEL DOLPHINS; AND, MAINTENANCE DREDGING.

DATUM: MLLW = 0.0 FEET

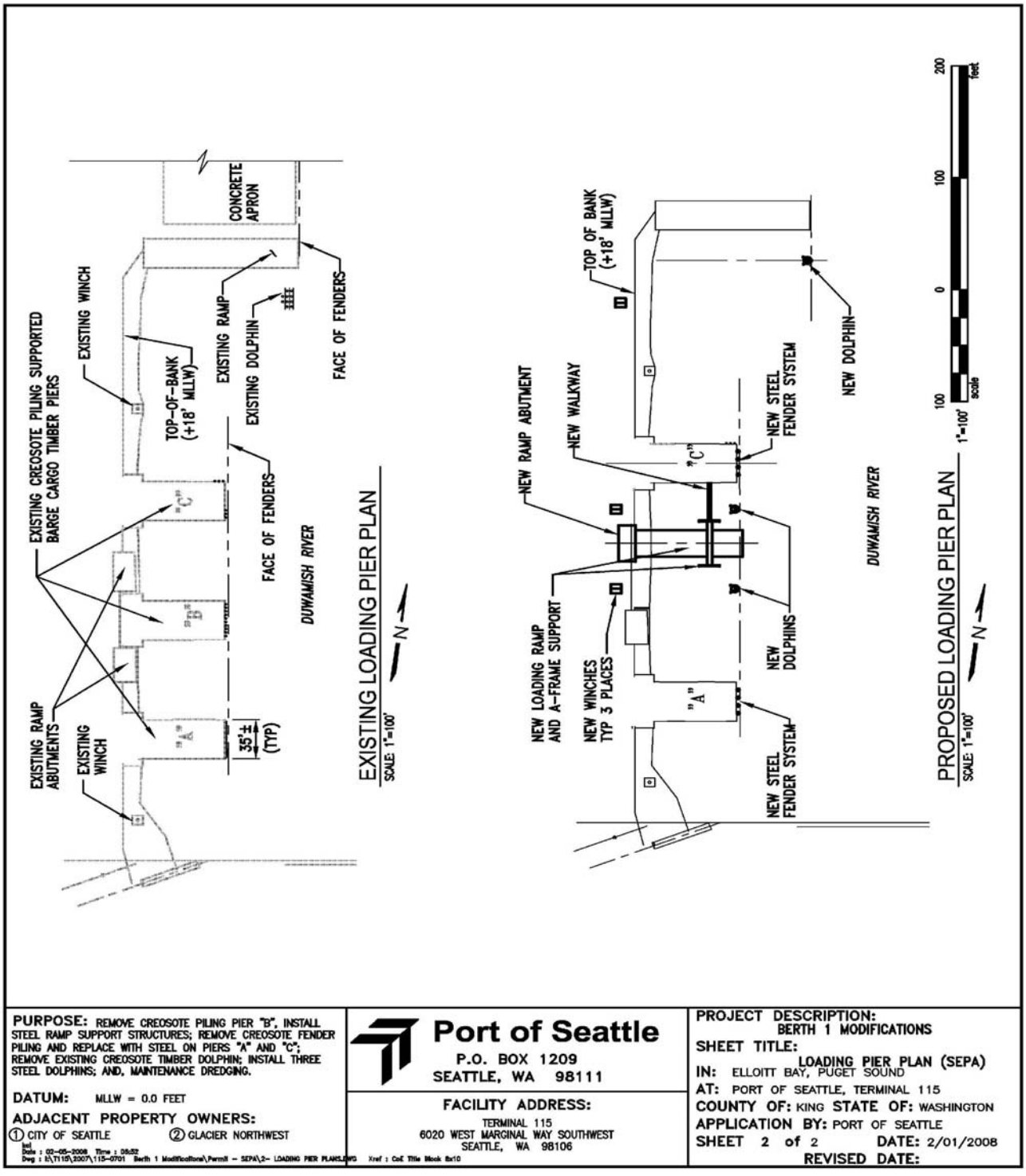
ADJACENT PROPERTY OWNERS:
① CITY OF SEATTLE ② GLACIER NORTHWEST

Date : 02-05-2008 Time : 08:50
Dwg : I:\T115\2007\115-0701 Berth 1 Modifications\Permit - SEPA\1-COVER SHEET.DWG Xref : CoE Title Block 8x10, VicinityPlan-02

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

FACILITY ADDRESS:
TERMINAL 115
6020 WEST MARGINAL WAY SOUTHWEST
SEATTLE, WA 98106

PROJECT DESCRIPTION: BERTH 1 MODIFICATIONS
SHEET TITLE: VICINITY MAP (SEPA)
IN: ELLOITT BAY, PUGET SOUND
AT: PORT OF SEATTLE, TERMINAL 115
COUNTY OF: KING **STATE OF:** WASHINGTON
APPLICATION BY: PORT OF SEATTLE
SHEET 1 **of** 2 **DATE:** 2/01/2008
REVISED DATE:



PURPOSE: REMOVE CREOSOTE PILING PIER "B", INSTALL STEEL RAMP SUPPORT STRUCTURES; REMOVE CREOSOTE FENDER PILING AND REPLACE WITH STEEL ON PIERS "A" AND "C"; REMOVE EXISTING CREOSOTE TIMBER DOLPHIN; INSTALL THREE STEEL DOLPHINS; AND, MAINTENANCE DREDGING.

DATUM: MLLW = 0.0 FEET

ADJACENT PROPERTY OWNERS:
① CITY OF SEATTLE ② GLACIER NORTHWEST

Date : 02-05-2008 Time : 08:52
Dwg : R:\T115\2007\115-0701 Berth 1 Modifications\Permit - SEPA\2- LOADING PIER PLANS.DWG Xref : CoE Title Block 8x10

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

FACILITY ADDRESS:
TERMINAL 115
6020 WEST MARGINAL WAY SOUTHWEST
SEATTLE, WA 98106

PROJECT DESCRIPTION:
BERTH 1 MODIFICATIONS
SHEET TITLE:
LOADING PIER PLAN (SEPA)
IN: ELLOITT BAY, PUGET SOUND
AT: PORT OF SEATTLE, TERMINAL 115
COUNTY OF: KING **STATE OF:** WASHINGTON
APPLICATION BY: PORT OF SEATTLE
SHEET 2 **of** 2 **DATE:** 2/01/2008
REVISED DATE: