

**Environmental Checklist**  
**East Waterway Maintenance Dredging Program**

**A. BACKGROUND**

**1. Name of proposed project, if applicable:**

Port of Seattle East Waterway Maintenance Dredging Program

**2. Name of applicant:** Port of Seattle

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

Applicant/Primary Contact:

Jon Sloan, Port of Seattle, P.O. Box 1209, Seattle, Washington 98111, Phone: (206) 787-3675

Authorized Agent:

Josh Jensen, Anchor QEA, 720 Olive Way, Suite 1900, Seattle, Washington 98101, Phone: (206) 287-9130

**4. Date checklist prepared:** February 26, 2014

**5. Agency requesting checklist:** Port of Seattle – SEPA File Number 15-02

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

Maintenance events will occur as needed over a 10-year period to address shoaling above project elevations, which currently limit berthing and/or navigational access to Port of Seattle (Port) facilities by deep draft vessels. Activities will be limited to periods determined appropriate by participating state and federal agencies to avoid potential adverse effects on migratory fish.

**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 other activities related to or connected with this proposal.

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

The following documents have been prepared related to the site:

- Port of Seattle East Waterway Maintenance Dredging Program:
  - Joint Aquatic Resources Permitting Application (JARPA)
  - Biological Evaluation (see Attachment 3)
  - Coastal Zone Management Act (CZMA) form
  - City of Seattle Shoreline Exemption Letter

**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.**

The Port is not aware of any other applications pending for governmental approvals of other proposals directly affecting the property at this time.

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

The following permits and regulatory approvals are being requested by the Port to accommodate the proposed maintenance activities:

- U.S. Army Corps of Engineers (USACE) Seattle District Dredged Material Management Office (DMMO):  
Dredged Material Management Program Suitability Determination
- USACE: Clean Water Act (CWA) Section 10 and 404 Permits

- National Oceanographic and Atmospheric Administration (NOAA) Fisheries and U.S. Fish and Wildlife Service (USFWS): Endangered Species Act (ESA) Section 7 concurrence
- Washington State Department of Ecology (Ecology): CWA Section 401 Water Quality Certification Permit
- Ecology CZMA concurrence
- Washington State Department of Fish and Wildlife (WDFW): Hydraulic Project Approval (HPA)
- City of Seattle Shoreline Exemption

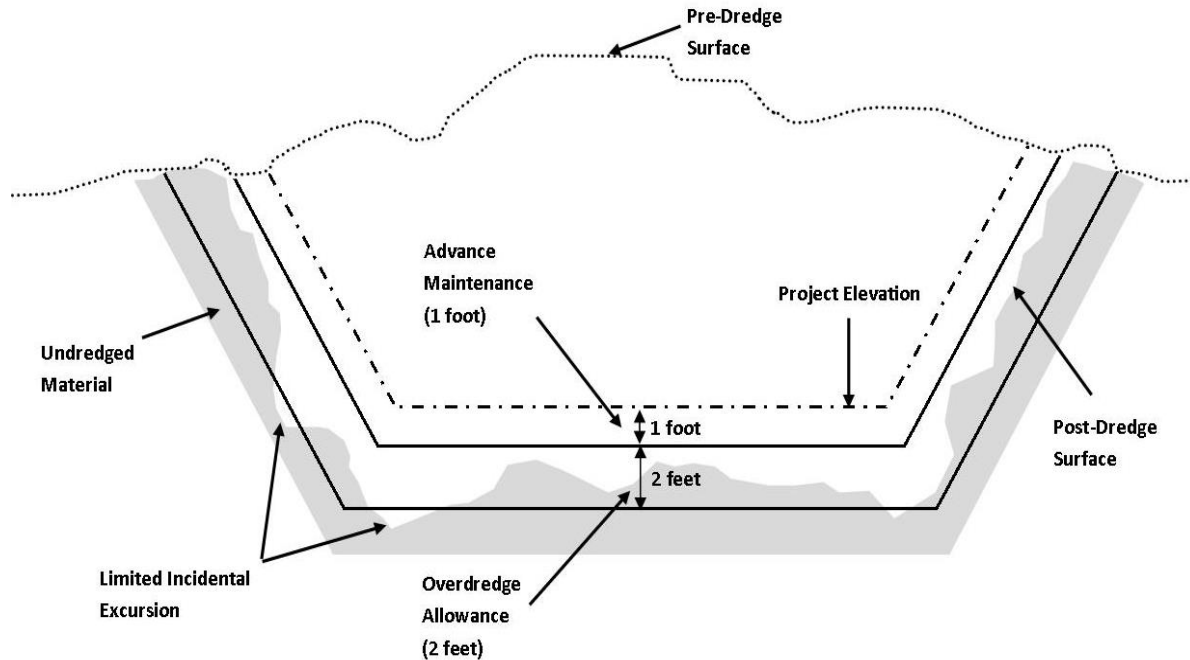
**11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

The Port is seeking a 10-year berth and channel maintenance authorization to address shoaling above previously permitted operational elevations (project elevations) for access to the Port's terminals located in the vicinity of the East Waterway (EW) in the Lower Duwamish Waterway (LDW) in Seattle, Washington (see Figure 1 in Attachment 1). The East Waterway Maintenance Dredging Program is intended to ensure that project elevations are effectively maintained and address customer needs.

The proposed berth and channel maintenance events will occur within the EW adjacent to Port Terminals 18, 25, 30, and 46 (T-18, T-25, T-30, and T-46, respectively), Pier 28 (using Slip 27), and within the adjacent EW federal navigation channel as shown in Figures 2 and 3. Maintenance events will be scheduled as necessary to address "high spots" or shoals that develop as a result of resuspension and settlement of EW sediment caused by propwash from vessels operating within the EW, natural sedimentation, or periodic underpier slope sloughing. These maintenance events will be conducted in accordance with notification requirements and conditions set forth in the federal, state, and local permits for the project, as well as individual authorizations for each maintenance event. The East Waterway Maintenance Dredging Program will consider upland and potentially open water disposal as determined on a case-by-case basis in coordination with the DMMO.

Dredging will be accomplished using mechanical dredging equipment in areas requiring larger quantities of removal to meet project elevations; dredged material will be disposed of at a permitted open water location or upland landfill facility.

Maintenance events will occur as needed throughout the East Waterway Maintenance Dredging Program to address shoaling above project elevations, which limits berthing and/or navigational access to Port facilities by deep draft vessels; therefore, the Port has identified locations for the maintenance dredging events that could require removing up to 160,000 cubic yards of material. This volume estimate is conservative and accounts for 1 foot of advanced maintenance, plus 2 feet of allowable overdredge, as shown in the following typical dredge prism schematic.



**Dredge Prism Schematic (Typical)**

There may be incidental excursions in isolated spots where the contractor might exceed allowable overdredge elevations due to unanticipated site and sea state conditions (e.g., unanticipated obstructions, high wind or wave condition, or survey inaccuracy). The effect of these incidental excursions on the overall dredge volumes and area are anticipated to be negligible.

The Port does not have a need to conduct maintenance dredging of all of the areas identified in the permit at present time, but has identified all of these areas over a 10-year horizon, to avoid a piece-meal approach to permitting and to expedite and simplify potential future dredging permitting. Figures 4 through 9 in Attachment 1 indicate the approximate areas where the preliminary maintenance events would occur based on 2012 bathymetric data. Typical cross sections of these areas are included in Figures 10 through 12 in Attachment 1.

Tables 1 and 2 include the preliminary maintenance events location, surface area, and volume estimates. The following surface area and volumes are based on the 2012 bathymetric survey of the EW and represent all of the areas that currently are above the project elevations. The Port is not proposing to remove all of this volume at one time, but is obtaining a 10-year permit to allow removal of high spots as needs arise. Actual locations and volumes in each of the areas may vary from the table below but the total cumulative volume to be removed under this permit will not exceed the maximum volume requested in this permit application.

**Table 1**  
**East Waterway Maintenance Dredging Program Representative Locations and Elevations**

<b>Location</b>	<b>Project Elevation (MLLW)</b>	<b>Elevation after 1 foot Advanced Maintenance (MLLW)</b>	<b>Elevation after 2 feet of Allowable Overdredge (MLLW)</b>	<b>Surface Area Estimate (acres)<sup>1,2</sup></b>	<b>Total Surface Area</b>
Navigation Channel (North of Station 49+50)	-51	-52	-54	0.7	56.6
Navigation Channel (South of Station 49+50)	-34	-35	-37	0.8	12.5
T-18 (Stations 00+00 to 49+50)	-51	-52	-54	1.8	18.5
T-18 (Stations 49+50 to 61+50)	-40	-41	-43	1.4	4.5
T-25 (Stations 44+00 to 61+50)	-50	-51	-53	4.5	6.3
Pier 28/Slip 27	-40	-41	-43	1.5	2.5
T-30 (Stations 17+00 to 37+00)	-50	-51	-53	1.0	7.4
T-46	-50	-51	-53	1.2	15.3

Notes:

- 1 Surface area estimates only include areas identified in Figures 4 through 9 in Attachment 1 that are currently above project elevations based on the 2012 bathymetric survey.
- 2 Surface area estimates include an added 10% area contingency to account for exterior boundary side slopes.

**Table 2**  
**East Waterway Maintenance Dredging Program Representative Volume Estimates**

<b>Location</b>	<b>Project Elevation Volume (Cubic Yards)<sup>1,2</sup></b>	<b>Advanced Maintenance and Overdredge Volume (Cubic Yards)<sup>2</sup></b>	<b>Total Volume</b>
Navigation Channel (North of Station 49+50)	200	3,600	3,800
Navigation Channel (South of Station 49+50)	12,600	4,100	16,700
T-18 (Stations 00+00 to 49+50)	9,400	9,400	18,800
T-18 (Stations 49+50 to 61+50)	8,800	7,500	16,300
T-25 Stations 44+00 to 61+50	23,100	24,000	47,100
Pier 28/Slip 27	6,000	8,200	14,200
T-30 Stations 17+00 to 37+00	9,000	5,400	14,400
T-46	21,800	6,600	28,400
<b>Totals</b>	<b>90,900</b>	<b>68,800</b>	<b>159,700</b>

Notes:

- 1 Project volume estimates include an added 20% volume contingency to account for side slopes.
- 2 These are conservative volume estimates based on current shoaling above project elevations occurring within the project footprint.

Dredging requires a larger equipment tolerance, which is generally accepted by USACE as 2 feet. Including 1 foot of advanced maintenance results in potential impact down to -53 feet MLLW for dredging operations.

The EW frequently experiences propwash from container ships and tugs. Scour depth in the EW was determined to range from 4.7 feet on the high end for container ships in berthing (e.g., T-18) to 0.3 feet on the low end for tugs in water depths greater than 40 feet MLLW (Coast & Harbor Engineering 2012). Because vessels routinely operate in the EW, the frequency of sediment disturbance from vessels is much more likely than would be encountered by dredging (Coast & Harbor Engineering 2012).

Best management practices (BMPs) will be employed during each maintenance event to avoid or minimize adverse impacts to the aquatic environment. BMPs specific to dredging and backfilling are described in Attachment 2.

**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, and 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 East Waterway Maintenance Dredging Program is located in the EW of the LDW and part of Elliott Bay (T-46) in Seattle, Washington (see Figure 1 in Attachment 1). The project area is located within Sections 6, 7, and 18 in Township 24 North, Range 4 East.

## **B. ENVIRONMENTAL ELEMENTS**

### **1. Earth**

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

Bathymetry within the project area generally includes underpier slopes that decrease in elevation toward the berth and channel areas. The berth and channel areas range in depth based on previously authorized maintenance elevations generally from -34 feet MLLW in the south end of the project area, to -51 feet MLLW and deeper to the north.

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

The steepest slopes on the site are the steeply sloped armored banks (approximately 50% slope).

**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 sediments at the site are generally characterized as silty, sandy materials overlying deeper native alluvial materials.

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

There are no surface indications or history of unstable soils in the immediate vicinity. Dredging actions may result in some sloughing of underpier sediments. However, this sloughing is an anticipated result of the maintenance activities and is accounted for in the project design.

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

Temporary stockpiling of dredged material may occur during transfer to an off-site disposal facility. No other upland filling or grading is proposed.

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

If sediment is temporarily stockpiled, the offloading site will include drainage and temporary erosion and sedimentation controls, such as spill plates and jersey barriers, to prevent uncontrolled release of sediment or effluent to aquatic or upland areas. The Port will implement additional BMPs as necessary to prevent erosion from occurring.

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

The Project will not increase impervious surfaces at the site.

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

The Port will implement BMPs to prevent erosion, or other impacts to the earth, from occurring.

**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 project will result in short-term emissions from the heavy equipment used to complete the proposed maintenance activities. No long-term emissions will result from the completed East Waterway Maintenance Dredging Program. Greenhouse gas emissions are identified in Table 3 below.

**Table 3 Greenhouse Gas Emissions**

**Port of Seattle East Waterway Maintenance Dredging Program  
 Greenhouse Gas Emissions (CO<sup>2</sup> equivalent)**

*Construction Emissions:*

<i>On-site equipment</i>	Working Days	Hours Operating per Day	Rate of Fuel Use (gph)	Type of Fuel	Total Fuel Use (gallons)	Total Emissions (metric tons CO <sub>2</sub> )
Rubber-tired loader	50	10	9	B20	3780	34.8
Barge mounted crane	100	10	7	Diesel	7000	77.2
Deck auxilliary engine	100	2	3	B20	600	5.5
Small sized tug	100	4	40	Diesel	16000	176.4
<i>Transport equipment</i>	No. of One Way Trips	Trip Distance (miles)	Rate of Fuel Use per trip (miles per gallon)	Type of Fuel	Total Fuel Use (gallons)	Total Emissions (metric tons CO <sub>2</sub> )
Truck disposal	5000	2	8	Diesel	1250	13.8
Train disposal	500	100	10.0	Diesel	5000	55.1
Personnel	250	15	25	Gasoline	150	1.7

<b>Net Total Emissions</b>	<b>364.4</b>
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(metric tons CO<sub>2</sub>e)

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

There are no off-site sources of emissions or odor that may affect the project.

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

The project will adhere to applicable regulations for the reduction or control of emissions. The Port will implement BMPs as described in Attachment 2 during the proposed maintenance activities, such as conducting regular inspections of equipment to ensure that uncontrolled emissions do not occur.

**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 East Waterway Maintenance Dredging Program is located within the LDW.

**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 East Waterway Maintenance Dredging Program proposes maintenance dredging of berth and channel areas to previously maintained project elevations. Maintenance dredging is required in order to continue safe berthing of vessels accessing the site. The plans showing the extent of proposed maintenance activities are included in Attachment 1.

**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.**

The Port has identified locations for the maintenance dredging events that could require removing up to 160,000 cubic yards of material (see Figures 4 through 9 in Attachment 1).

Some maintenance dredge areas may need to be backfilled with clean imported granular sand and gravel if maintenance dredging significantly removes sediment below the project elevation; maintenance dredging below the project elevation in specific areas may impact slope stability at the toe of riprap slopes or at sheetpile toe walls (at T-18). In these instances, clean backfill material will be placed with the same equipment used for dredging. The backfill will typically consist of sands and gravel material up to 2-inch minus with less than 5 percent of the sand fraction passing the 200 sieve. Specifications will also require that backfill materials be tested against State Sediment Management Standards (SMS) to ensure that the material meets the Sediment Quality Standards (SQS) criteria. Clean backfill material will be obtained from an approved off-site source.

If dredging has the potential to expose higher-than-existing underlying subsurface concentrations, then a clean material cover may be required by the DMMP pursuant to antidegradation policy standards enforced by the U.S. Environmental Protection Agency for protecting and enhancing water quality. Material used to comply with antidegradation policy standards will meet the backfill specifications described above.

Placement of the sand and gravel backfill or antidegradation material will typically consist of picking it up from the material barge with a bucket or similar technology and releasing the material from just above the water surface, to ensure that it is deposited in a manner that meets the minimum thickness specifications. This methodology allows the equipment operator to see what he/she is doing and distribute the backfill material evenly over the area. Allowing the backfill material to fall through the water column also allows the material to break apart and fall more evenly over the bottom surface. Releasing the backfill material underwater increases the probability of uneven placement. The bucket or similar technology may be used, as necessary, to level the backfill to remove any high spots above the project elevation.

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

The proposal will not require any surface water withdrawals or diversions.

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

The proposed maintenance activities north of the EW will not occur within a 100-year floodplain. According to the Federal Emergency Management Agency (FEMA) King County, Washington, and Incorporated Areas Flood Insurance Rate Maps (FIRMs), the proposal lies within a Zone A-rated floodplain; no base flood elevations have been determined for areas with Zone A ratings (FEMA 1995).

**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 proposal does not involve any discharges of waste materials to surface waters. An unintentional release of fuel, lubricants, or hydraulic fluid from construction equipment could occur. The risk of such a release will be minimized through the use of BMPs as described in Attachment 2.

**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.**

Groundwater will be not withdrawn or discharged into as part of the project.

**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.**

No waste materials will be discharged into the ground.

**c. Water runoff (including stormwater):**

**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.**

Sediments will be dredged and placed on a barge for transport and placement. Barge runoff will be treated in accordance with the BMPs as described in Attachment 2 and in accordance with applicable regulatory requirements. If sediment is temporarily stockpiled, the offloading site will include drainage and temporary erosion and sedimentation controls, such as spill plates and jersey barriers, to prevent uncontrolled release of sediment or effluent to aquatic or upland areas.

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

It is unlikely that waste materials would enter surface waters from diesel-powered construction equipment at the site, although there is a chance that a minor fuel spill could occur during maintenance activities. Risks of spills during construction will be managed through BMPs as described in Attachment 2. Waste materials will not enter groundwater.

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

During construction, the contractor will be responsible for creating and following a Spill Prevention, Control, and Countermeasures (SPCC) Plan. Other BMPs will be employed as described in Attachment 2 to avoid or reduce any possibility of waste materials being discharged to surface waters. During operations, the project will comply with additional BMPs and permit conditions to reduce or control potential surface water impacts.

**4. Plants**

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

- \_\_\_\_\_ deciduous tree: alder, maple, aspen, other: cottonwood, willow
- \_\_\_\_\_ evergreen tree: fir, cedar, pine, other
- \_\_\_\_\_ shrubs:
- \_\_\_\_\_ grass:
- \_\_\_\_\_ pasture
- \_\_\_\_\_ crop or grain
- \_\_\_\_\_ wet soil plants: cattail, buttercup, bullrush, sedge, skunk cabbage, other
- \_\_\_\_\_ water plants: water lily, eelgrass, milfoil, other
- \_\_\_\_\_ other types of vegetation

No vegetation occurs on the uplands associated with the site. Due to the depths associated with the dredging and substrate types, no in-water vegetation is anticipated to be present within the project area.

**b. What kind and amount of vegetation will be removed or altered?**

No vegetation will be removed or altered for the East Waterway Maintenance Dredging Program.



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

No threatened, endangered, rare, or imperiled plant species are documented to occur on or near the site according to the Washington Department of Natural Resources (WDNR) Natural Heritage Program (NHP) Geographic Information System (GIS) database (WDNR 2009). The U.S. Fish and Wildlife Service (USFWS) identifies the golden paintbrush (*Castilleja levisecta*) to occur within King County (USFWS 2010), but the site does not contain the appropriate habitat for the species nor is it documented to occur on the site according to the WDNR NHP database.

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

None

**5. Animals**

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

**birds:** hawk, heron, bald eagle, songbirds,  
osprey, other birds of prey, corvids, waterfowl

**mammals:** deer, bear, elk, beaver, marine mammals

**fish:** bass, salmon, herring, shellfish, other: steelhead, cutthroat, etc.

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

Species listed under the ESA that may be present in the vicinity of the proposed East Waterway Maintenance Dredging Program include:

- Chinook salmon (*Oncorhynchus tshawytscha*) Puget Sound Evolutionary Significant Unit (ESU)
- Steelhead (*Oncorhynchus mykiss*) Puget Sound Distinct Population Segment (DPS)
- Bocaccio (*Sebastes paucispinis*) Puget Sound/Georgia Basin DPS
- Canary rockfish (*Sebastes pinniger*) Puget Sound/Georgia Basin DPS
- Yelloweye rockfish (*Sebastes ruberrimus*) Puget Sound/Georgia Basin DPS
- Southern resident killer whale (*Orcinus orca*)
- Bull trout (*Salvelinus confluentus*) Coastal-Puget Sound DPS
- Marbled murrelet (*Brachyramphus marmoratus*)

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

The site is within the Pacific Flyway for migrating waterfowl, so during the migratory season, the project area could conceivably be frequented by migrating waterfowl. Fish (e.g., salmonids) and marine mammals (e.g., harbor seal [*Phoca vitulina*]) are also known to migrate through the LDW.

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

The project will adhere to applicable regulatory requirements related to the preservation of animals. An ESA BE has been developed by the Port to address impacts to the federally listed species (see Attachment 3). The BMPs and conservation measures included in the BE will be employed to minimize impacts to federally listed species and will also provide protections for non-listed wildlife. The project will further adhere to the conditions for the protection of wildlife detailed in the permits issued for the East Waterway Maintenance Dredging Program.

**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 energy will be used to meet the completed project's energy needs.

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

No.

**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:**

The project will reduce energy needs for ship berthing and offloading by enabling vessels to be offloaded consistent with the facility design. Underwater regrading, when implemented, would also result in significant reductions in fuel consumption compared to dredging by reducing equipment and eliminating disposal.

## **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.**

Sediment quality in the EW and West Waterway has been extensively characterized in recent years, primarily as part of dredge material characterization events and ongoing Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)/Model Toxics Control Act (MTCA) remedial investigations. Concentrations of many different chemicals of concern within the project area have exceeded either the SQS or Cleanup Screening Levels under the Ecology State SMS. Therefore, each maintenance event will be conducted in accordance with notification requirements and conditions set forth in the permits and approvals for the project, as well as individual authorizations for each dredging event. Compliance with BMPs as described in Attachment 2 will maintain water quality during dredging and protect against the risk of spills (e.g., spills of fuel from contractor work equipment) from construction activities.

**1) Describe special emergency services that might be required.**

The project will comply with all applicable regulations related to emergency services. No special emergency services are anticipated to be needed for the East Waterway Maintenance Dredging Program.

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

The project will comply with all applicable regulations related to environmental health. To reduce or control potential environmental health hazards, BMPs as described in Attachment 2 will be implemented during construction.

## **b. Noise**

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

The project site is located within an active marine port with noise levels typical of an industrial setting. The noise of the surrounding environment will not impact the project.

**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 increases in noise may occur from construction activities, which are not anticipated to be significantly greater than background noise at the Port terminals.

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

The proposed activities will be performed in accordance with local, state, and federal requirements for noise.

## **8. Land and shoreline use**

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

The EW is an active industrial waterway used primarily by the Port for container transloading and transport. Land use, zoning, and land ownership along the EW are consistent with active industrial uses. The shorelines of the EW are highly modified and developed with extensive overwater structures, commercial and industrial facilities, and other development. The EW north of the Spokane Street corridor experiences regular vessel traffic of various sizes and types.

Most vessel traffic is generated by shipping companies moving container vessels and assorted tugboats into and out of the EW.

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

The site has not been used for agriculture.

**c. Describe any structures on the site.**

Existing shoreline conditions in the EW consist of overwater pile-supported piers, fenders, riprap slopes, seawalls, and bulkheads associated with marine industrial and commercial use. Approximately 60% of the EW shoreline contains overwater piers (aprons) located above riprap slopes (along T-18, T-25, T-30, T-46, and in Slips 27 and 36). The overwater pier structures are typically composed of pre-cast concrete decks typically supported by cast-in-place concrete bents and pre-cast piles.

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

No structures will be demolished as part of the 10-Year East Waterway Maintenance Dredging Program.

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

The site is currently zoned as General Industrial (IG1; City of Seattle 2013).

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

The City of Seattle Comprehensive Plan Future Land Use Map (2012) designates the site as an Industrial Area.

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

The shoreline zoning of the site is Urban Industrial (City of Seattle 2013).

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

The LDW and LDW shoreline have been identified as environmentally sensitive or critical areas per the City of Seattle Code 25.09 – Regulations for Environmentally Critical Areas. Additionally, the reach of the LDW adjacent to the project site is designated as critical habitat for Chinook salmon and bull trout for migration and rearing. Elliott Bay, which is adjacent to T-46, is also designated critical habitat for southern resident killer whale.

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

None.

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

None.

**k. Proposed measures to avoid or reduce displacement impacts, if any:**

None.

**l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

The East Waterway Maintenance Dredging Program will result in continued use of the property as an industrial facility, which is compatible with current and projected land uses and plans.

**9. Housing**

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

Housing units would not be provided.

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

No housing units would be eliminated by the project.

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

No housing currently exists on-site; therefore, no measures to reduce or control housing impacts are proposed.

#### **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?**

No structures are proposed for the project.

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

No views in the immediate vicinity would be altered or obstructed.

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

No measures to reduce or control aesthetic impacts are proposed.

#### **11. Light and glare**

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

The existing light and glare at the property is typical for industrial sites. During the proposed actions, additional lighting during dawn and dusk may be necessary.

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

Light and glare from the project will not be a safety hazard or interfere with views.

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

No existing off-site sources of light or glare will affect the project.

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

The project will comply with applicable regulations for control of light and glare impacts.

#### **12. Recreation**

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

Recreational boating and fishing opportunities exist in the LDW.

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

Recreational use is not common at the site due to the safety restrictions of the Port facility. The proposed project will not displace any existing recreational uses adjacent to the site.

**c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

None.

#### **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.**

There are no known landmarks or evidence of historic, archaeological, scientific, or cultural importance documented within the project area (DAHP 2013).

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

There are no known landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be present on the site. The project will require multiple permits from USACE, and compliance with Section 106 of the National Historic Preservation Act will be required to obtain the USACE permits.

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

None

#### 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.**

The site can be accessed via Alaskan Way (State Route [SR] 99).

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

The nearest public transit stop is accessed via the King County METRO busway route located approximately 0.5 mile to the east of the site.

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

No parking areas will be eliminated or created as a result of the project.

**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 proposal will not require any new roads or streets or improvements to existing roads or streets.

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

The project will use the LDW for water transportation. Project-related vessels will be used for maintenance activities. Operationally, vessels will use the berths along the LDW for loading and unloading of bulk materials.

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

The completed project will not significantly increase the number of vehicular trips per day at the site. Peak volumes would generally remain the same.

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

The project will comply with all applicable transportation related codes and regulations.

#### 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.**

The proposed project is not anticipated to create an increased need for public services.

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

None.

#### 16. Utilities

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

None. The project is located in water.

**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 which might be needed.**

No utilities are proposed for the 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:** 2/9/2015

Jon Sloan  
Senior Environmental Program Manager

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