PORT OF SEATTLE

TERMINAL 91 INTERIM ACTION WEST BERTH MAINTENANCE DREDGE PROJECT

SEPA Checklist

PORT OF SEATTLE
P.O. BOX 1209
SEATTLE, WA 98111

JULY 2026

A.Background

Find help answering background questions[2]

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

   Terminal 91 Interim Action West Berth Maintenance Dredge Project

2. **Name of applicant:**

   Port of Seattle

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

   Matt Szymanowicz, Environmental Program Manager
   Port of Seattle, Pier 69
   2811 Alaskan Way
   Seattle, WA
   Phone: (206) 880 8762

4. **Date checklist prepared:**

   June 15, 2026

5. **Agency requesting checklist:**

   Port of Seattle

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

   Construction anticipated to begin December 2026 and be completed in early 2027, within the in-water work window for Elliott Bay (September 1 – February 15).

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

   The Terminal 91 Interim Action West Berth Maintenance Dredge Project is located within the Port of Seattle's (Port) Terminal 91 (T-91) cleanup site (Site) shown in Attachment A. The west cruise berth is located within the approximately 85-acre sediment cleanup unit (SCU) of the Site, which includes both an upland area and the submerged land area (i.e., the SCU). Per direction to the Port from the Washington State Department of Ecology (Ecology) in September 2025, the proposed maintenance dredging in the T-91 west berth is considered an Interim Action under Model Toxics Control Act (MTCA) Agreed Order No. DE24768 (Ecology 2020).

   Future actions will be evaluated through the Feasibility Study (FS) and Cleanup Action Plan (CAP) processes; however, this project does not predetermine future cleanup actions. The proposed maintenance dredge activities will be implemented prior to selecting the final cleanup action for the Site and will not prevent the selection or implementation of other reasonable alternatives for the final cleanup action (see Washington Administrative Code [WAC] 173-340-430(3)(b)).

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

[2] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background

The following information has been developed to support the proposed Project:

- Interim Action Work Plan (IAWP).
- Sediment investigations and draft Remedial Investigation prepared for the MTCA Feasibility Study (FS).
- Project design drawings and figures including Joint Aquatics Resources Permit Application (JARPA).
- Port of Seattle Water Quality Monitoring Plan for Dredging Activities (Base Plan), and T-91 Site Specific Water Quality Monitoring Plan.
- Figures depicting the project location, dredge areas, and clean sand placement areas are included as attachments to this SEPA checklist and are consistent with the IAWP.

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.

Yes. The Port is conducting cleanup studies for the T91 Cleanup site under the MTCA Agreed Order (No. DE24768), under oversite by Ecology. Ongoing and future regulatory processes associated with the Site include preparation of a FS and CAP for the broader T-91 SCU.

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

The following permits and approvals are required:

- MTCA Interim Action approval (Ecology)
- MTCA substantive compliance with Hydraulic Code and the Shoreline Management Act (Ecology; RCW 70A.305.090)
- USACE Section 404/10 authorization (Nationwide Permit 38)
    - ESA Section 7 consultation (via USACE)
    - NHPA Section 106 consultation (via USACE)

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 proposes to conduct mechanical dredging within the T-91 West Berth as an Interim Action under MTCA. For the remainder of this document, this work is referred to as the proposed maintenance dredge project (Project). The Project will remove accumulated sediments within two discrete areas: approximately 3,980 cubic yards from the western dredge area and approximately 760 cubic yards from the eastern dredge area, for a total dredge volume of about 4,740 cubic yards.

The purpose of the Project is to:

- Support implementation of shore power infrastructure in accordance with Port Commission Order No. 2024-08; and

- Restore required berthing depths (-35 feet MLLW) to ensure safe navigation and maneuverability for cruise vessels at T-91;
- Conduct a targeted sediment removal and cover placement action as an Interim Action under MTCA to address contaminated sediments and meet antidegradation requirements.

The proposed maintenance dredge project will restore the required berthing depths at T-91 to -35 feet mean lower low water (MLLW), which is needed to allow cruise ships the necessary maneuverability to utilize shore power. This project is being done to comply with the Port Commission's Order No. 2024-08 ("shore power mandate"), which set an accelerated timeline for all cruise ships to utilize shore power at all Port facilities by the 2027 cruise season (Port of Seattle 2024). This mandate will uphold the Port's commitment to operating in an environmentally responsible manner by reducing air pollution and greenhouse gas emissions.

Dredging will be conducted using a barge-mounted crane or hydraulic excavator equipped with either a conventional clamshell bucket or an enclosed environmental bucket, depending on material conditions. All dredged sediments will be placed on a barge for dewatering. Return water will be filtered before discharge at the point of dredging. Dewatered sediments will be transported by barge to an offloading facility and then hauled to an approved upland Subtitle D landfill for disposal.

After dredging is complete, post-dredge sediment sampling will be conducted in support of ongoing MTCA cleanup evaluations. Following sampling, a nominal 9-inch layer of clean sand (approximately 100 cubic yards) will be placed within the eastern dredge area to meet sediment antidegradation requirements and provide a suitable temporary substrate. Sand placement will be completed using mechanical equipment from a barge.

All work is limited to the existing T-91 West Berth footprint, and no upland construction or land-based ground disturbance is included in the proposal.

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 proposed maintenance dredge project is located at T-91, an approximately 210-acre Port of Seattle property situated at 2001 West Garfield Street, in the Interbay neighborhood of Seattle, Washington. The site includes upland operational areas, Piers 90 and 91, and the marine Sediment Cleanup Unit (SCU). The SCU is divided into eastern, central, and western berths by Piers 90 and 91, which were originally constructed as earthen berms in 1913 and 1919. The proposed dredging activities will occur in the western berth of the SCU along the west edge and the south east portion parallel to the pier.

Work will take place entirely within the existing T-91 West Berth footprint, in Elliott Bay. No upland ground-disturbing activities are proposed.

General Access Directions:

From I-5 North, take Exit 167 (Mercer Street) toward Seattle Center. Continue on Mercer Street/Mercer Place for approximately 0.7 miles, then turn right onto Elliott Avenue and continue for about 1.7 miles. Take the exit for West Garfield Street/Magnolia Bridge. Keep left toward T-91 to remain on the Galer Street Flyover. At the stoplight, turn left onto Alaskan Way West. Access the terminal through the Port security gate (a Transportation Worker Identification Credential [TWIC] may be required), then turn left toward the Port of Seattle Operations Building.

B.Environmental Elements

1. Earth

Find help answering earth questions[3]

a. General description of the site:

The Project site is a developed marine terminal (T-91) consisting of overwater structures, piers, and previously dredged berthing areas in Elliott Bay. The upland area of T-91 is generally flat, while the West Berth consists of previously dredged subtidal sediments within a highly modified marine environment.

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

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

The proposed maintenance dredge project occurs within the submerged marine environment and will not affect upland steep slopes.

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Subtidal sediments in the project area consist of silts, sands, and anthropogenically influenced materials that have been previously disturbed by historical dredging.

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

There are no known surface indications of unstable soils in the immediate vicinity of the project area. The T-91 West Berth consists of previously dredged subtidal sediments within a highly modified marine environment. While minor sloughing of subtidal sediments may occur during dredging, this is an anticipated and temporary response to sediment disturbance and does not indicate broader instability. Any sloughing will be managed through project design and standard construction practices. No upland slopes or shoreline areas with documented instability are affected by the proposed maintenance dredge project.

[3] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

The project will remove an estimated 4,740 cubic yards of previously disturbed subtidal sediment from the West Berth, consistent with dredge prism described in the IAWP. The proposed maintenance dredging work will occur within the subtidal zone at bottom elevations between -20 ft to - 36 ft MLLW. The project is designed to avoid and minimize potential impacts to aquatic vegetation by limiting dredging in shallower areas (above approximately -30 feet MLLW) to only those locations necessary to maintain required side slopes and restore required berthing depths. Following dredging, a nominal 9-inch clean sand layer will be placed in the eastern dredge area adjacent to the pier. Clean sand placement is required under the Interim Action to meet sediment antidegradation requirement and to provide a temporary stable substrate until final cleanup actions are selected. The sand will be obtained from an Ecology-approved commercial sand supplier and will be barged to the Site. The clean sand is not intended to be a cap. Clean sand quantities are expected to be approximately 100 cubic yards..

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

Maintenance dredging is limited to existing subtidal aquatic area. No potential for erosion of upland soils or inter-tidal sediments is anticipated during maintenance dredge activities.

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

The proposed maintenance dredge project will not increase impervious surfaces at T-91 or any adjacent site.

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

Project activities are restricted to existing subtidal aquatic areas. No potential for erosion of upland soils or inter-tidal sediments is anticipated during maintenance dredge activities. Best Management Practices (BMPs) will be implemented to manage sediment resuspension and turbidity during dredging.

2. Air

Find help answering air questions[4]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Short-term air emissions will result from diesel-powered dredging equipment, support vessels, and barge operations during construction. These emissions will be temporary and limited to the active construction period.

[4] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air

No long-term emissions will result from the completed dredging. Restoring required berthing depths will support use of shore power by cruise vessels, which reduces emissions from vessels operating at berth.

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

No. There are no off-site sources of emissions or odor that would affect the proposed maintenance dredge project.

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

The Port will implement BMPs during dredging, including regular equipment inspections and compliance with applicable air quality regulations. These measures will minimize construction-related emissions and ensure that uncontrolled emissions do not occur.

3. Water

Find help answering water questions[5]

a. Surface:

Find help answering surface water questions[6]

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 maintenance dredge project will take place within subtidal waters of Smith Cove, which is connected to Elliott Bay in Puget Sound.

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.

Yes. The proposed maintenance dredge project will occur directly in subtidal waters at the T-91 West Berth. All work will take place within previously dredged and historically maintained areas of the West Berth area. Activities will include operation of barge-mounted equipment over the water, mechanical dredging within the existing berth footprint, and placement of clean sand in the eastern dredge area. Figures showing the dredge and sand-placement areas are provided in Attachment A. Water quality monitoring and project-specific BMPs will be implemented throughout dredging and sand placement activities to minimize turbidity and sediment resuspension.

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.

[5] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water

[6] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water

Dredging will remove approximately 4,740 cubic yards of sediment from subtidal areas of the West Berth, consistent with the IAWP dredge prism. Following dredging, a nominal 9 inch clean sand layer will be placed within the eastern dredge area only. Clean sand will be mechanically placed from a barge and sourced from an Ecology approved commercial supplier.

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

No. The proposed maintenance dredge project 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.**

Yes. The project area lies within the City of Seattle's designated Flood-Prone Area; however, all work occurs below the water surface within the existing subtidal West Berth area.

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 project will not discharge waste materials to surface waters. Water draining from dredged sediment during handling on the barge will be filtered through geotextile fabric or other approved materials before being returned to Elliott Bay at the point of dredging, consistent with the IAWP and Port Water Quality Monitoring Plan. Implementation of BMPs and Spill Prevention, Control, and Countermeasures (SPCC) procedures will minimize the risk of accidental releases from equipment.

b. Ground:

Find help answering ground water questions[7]

1. **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

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

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

[7] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater

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.**

Runoff associated with the project is limited to water draining from dredged sediment while it is managed on the barge. This water will be directed toward the barge scuppers, filtered through approved materials, and discharged back to Elliott Bay at the point of dredging. No upland stormwater or terrestrial runoff is generated by the project.

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

It is unlikely that waste materials will enter surface waters. Construction equipment will contain fuels and lubricants; however, adherence to BMPs and SPCC procedures will minimize the potential for accidental releases.

3. **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

No. The proposed maintenance dredge project will not affect drainage patterns in the vicinity of the site.

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

The Port or its contractor will implement project-specific BMPs, the SPCC Plan, and the Water Quality Monitoring Plan to prevent spills, minimize release of fuels and hydraulic fluids, reduce sediment resuspension and turbidity, and ensure proper handling, transport, and disposal . These measures will minimize potential impacts to water quality during construction.

4. Plants

Find help answering plants questions

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

☐ **deciduous tree: alder, maple, aspen, other**

☐ **evergreen tree: fir, cedar, pine, other**

☐ **shrubs**

☐ **grass**

☐ **pasture**

☐ **crop or grain**

☐ **orchards, vineyards, or other permanent crops.**

☐ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**

☒ **water plants: water lily, eelgrass, milfoil, other**

☐ **other types of vegetation**

The project area consists entirely of deep subtidal habitat within a developed marine terminal. While eelgrass (*Zostera marina*) is not expected to occur within the dredge footprint, limited

amounts of submerged aquatic vegetation such as sea lettuce (*Ulva spp*.) or kelp species may occur along portions of the dredge area side slope.

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

Submerged aquatic vegetation may be present along limited portions of the western boundary of the dredge footprint where the dredge area intersects the existing side slope. Eelgrass is generally associated with shallower water depths and is not expected to occur within the dredge footprint, which is located within the existing deep-water berth and navigation area. No dredging will occur within eelgrass habitat. Any impacts to submerged aquatic vegetation (e.g., macroalgae) are expected to be minor, localized, and temporary because dredging will be limited to the minimum area necessary to restore required berthing depths within an existing industrial berth. Any disturbed macroalgal communities are expected to naturally recolonize following completion of the dredging.

c. List threatened and 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 project area.

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

No landscaping or vegetation enhancement is proposed as the work occurs entirely in subtidal waters.

e. List all noxious weeds and invasive species known to be on or near the site.

Maintenance dredging activities are limited to the deep subtidal zone where no noxious weeds are present.

5. Animals

Find help answering animal questions[8]

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

Examples include:

- **Birds: songbirds, hawk, heron, eagle, other(s): seagulls, pigeons**
- **Mammals: deer, bear, elk, beaver, other(s): small mammals**
- **Fish: bass, salmon, trout, herring, shellfish**

Wildlife commonly associated with Elliott Bay may be present near the site, including seabirds, marine mammals, and anadromous fish species. The Washington Department of Fish and Wildlife identifies the area as supporting marine and estuarine deep-water habitats used by species such as Chinook salmon (*Oncorhynchus tshawytscha*), coho salmon (*Oncorhynchus kisutch*), chum salmon (*Oncorhynchus keta*), pink salmon (*Oncorhynchus gorbuscha*), and

[8] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals

sockeye salmon (*Oncorhynchus nerka*); steelhead (*Oncorhynchus mykiss*); resident coastal cutthroat trout (*Oncorhynchus clarkii clarkii*); as well as various marine mammals.

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

Species with potential to occur in the project vicinity include several federally protected species listed under the Endangered Species Act (ESA), including Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*), Puget Sound steelhead (*Oncorhynchus mykiss*), Southern Resident killer whale (Orcinus orca), bocaccio rockfish (*Sebastes paucispinis*), and yelloweye rockfish (*Sebastes ruberrimus*). The project has been designed to avoid and minimize impacts to ESA-listed species through implementation of applicable conservation measures, approved in-water work timing restrictions, and project-specific water quality protection measures.

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

Like all of Puget Sound, the project area lies within the Pacific Flyway, a major north south migration corridor used by numerous bird species during spring and fall migrations. In addition, the in-water areas of Elliott Bay, including the West Berth at T-91, are part of an important migration pathway for anadromous fish. Species such as Puget Sound Chinook salmon, steelhead, and bull trout are known to migrate through Elliott Bay as they move between marine waters and upstream habitats in the Green/Duwamish watershed. Marine mammals, including harbor seals, also regularly transit the area.

Although the site is located within these broader migration corridors, the proposed work is limited to in-water dredging within an existing, long-established industrial berth. No upland habitat, shoreline vegetation, or foraging areas used by migratory birds will be disturbed. With the use of standard BMPs to control turbidity, manage dredged material, and minimize in-water disturbance, the project will not affect migratory birds, anadromous fish, or marine mammals moving through Elliott Bay. In addition, the project will be implemented in accordance with applicable federal Endangered Species Act requirements.

c. Proposed measures to preserve or enhance wildlife, if any.

The proposed dredging will occur entirely within a previously disturbed, industrialized berth area that has been routinely maintained for navigation. Temporary and localized impacts to aquatic habitat may occur; however, these will be minimized by dredging to already modified channel areas, implementing project-specific BMPs and water quality monitoring to to control turbidity, and conducting all activities within the approved in-water work window to protect sensitive species. The project will use mechanical clamshell dredging which is not expected to result in significant underwater noise or long-term disturbance to fish, marine mammals, or other wildlife. No dredging will occur within eelgrass habitat or documented forage fish spawning habitat. Placement of clean sand in the eastern dredge area will improve substrate conditions and support natural benthic recolonization following construction.

d. List any invasive animal species known to be on or near the site.

No significant amounts of invasive animal species have been noted at Port facilities where the proposed maintenance dredge project would occur.

6. Energy and natural resources

Find help answering energy and natural resource questions[9]

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 energy use at T-91 will result directly from the proposed maintenance dredging activities. The Project is intended to restore required berthing depths and maintain safe navigation for vessels using the T-91 west berth.

The Project also supports implementation of shore power at T-91 by ensuring cruise vessels can safely maneuver and berth at the facility. Increased use of shore power is expected to reduce vessel emissions and greenhouse gas emissions associated with vessel operations while at berth. Any future electrical demand associated with shore power will be served by existing and planned electrical infrastructure and utility improvements that have been separately evaluated and permitted.

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

No. The maintenance dredge activities will not affect the potential use of solar energy by adjacent properties.

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 proposed maintenance dredging activities do not include specific energy conservation features. However, the Project supports continued use of shore power at T-91 by maintaining the berthing depths necessary for safe vessel operations, which will reduce reliance on onboard auxiliary engines while vessels are at berth.

7. Environmental health

Find help with answering environmental health questions[10]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.

The proposed maintenance dredge project does not include any new uses or activities at T-91 and, therefore, no operational changes will result that have the potential to introduce new environmental health hazards to the area. Construction equipment will contain fuels, lubricants, and hydraulic fluids, but these materials will be managed in accordance with applicable regulations and standard spill prevention and response procedures. No increase in exposure to environmental health hazards is anticipated.

[9] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou
[10] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health

1. **Describe any known or possible contamination at the site from present or past uses.**

T-91 has a long history of industrial and military use, and several areas of the property are known or suspected to contain contaminated soil and sediment as a result of those activities. Sediment and soil investigations have identified metals, PAHs, petroleum hydrocarbons, paint related materials, and other shipyard associated contaminants within the Sediment Cleanup Unit. The site is also designated a Formerly Used Defense Site (FUDS) due to historical Navy operations, which included disposal of military munitions overwater. The IAWP characterizes these conditions and notes that the likelihood of encountering discarded military munitions (DMMs) within the dredge footprint is low. Procedures for addressing any potential discovery of DMMs during project implementation will be established prior to construction and included in the IAWP.

The Interim Action addresses localized areas of elevated contamination while remaining compatible with ongoing MTCA remedial investigations and future cleanup planning.

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

Several existing environmental conditions at T-91 influence project design and construction. Contaminated sediments and upland soils identified through past investigations require appropriate handling and management during the work. The site's FUDS designation introduces a low potential to encounter DMMs, which is addressed through established munitions safety procedures included in the IAWP. In the upland area, portions of T-91 are regulated under a dangerous waste management permit and two MTCA Agreed Orders issued by the Washington Department of Ecology, reflecting historical waste management operations and ongoing corrective action obligations. These conditions inform project planning but do not preclude the proposed dredging activity.

3. **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

Small quantities of fuels, oils, and hydraulic fluids associated with dredging equipment and support vessels will be present during construction. These materials will be stored and handled in accordance with applicable regulations and the Port's spill prevention and response procedures.

4. **Describe special emergency services that might be required.**

No special emergency services are anticipated. Standard marine construction safety procedures will apply. Project-specific procedures for responding to any potential discovery of DMMs will be established prior to implementation of the Interim Action.,

- **Proposed measures to reduce or control environmental health hazards, if any.**

The Port or its contractor will implement BMPs, a SPCC Plan, and a Water Quality Monitoring Plan approved by Ecology to prevent spills, minimize releases of fuels and hydraulic fluids, reduce sediment resuspension and turbidity, and ensure proper handling, transport and

disposal of dredged materials. Project-specific procedures for responding to the potential discovery of DMMs will also be implemented prior to dredging. These measures will reduce or control potential environmental health hazards 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 proposed maintenance dredge project site is located within an active marine terminal (T-91 West Berth) with noise levels typical of an industrial setting. The noise of the surrounding environment will not affect the proposed maintenance dredge 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)?**

Construction activities will generate short-term noise from barge mounted equipment and support vessels. Underwater noise from dredging is expected to be comparable to levels measured during similar Port maintenance dredging projects and is not anticipated to exceed applicable thresholds. In air noise levels will be consistent with typical marine terminal activities. Work is expected to occur during standard construction hours unless otherwise required by tidal or operational constraints.

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

The proposed maintenance dredge project will comply with local, state, and federal requirements for noise.

8. Land and shoreline use

Find help answering land and shoreline use questions[11]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

T-91 is an active Port facility used for maritime, industrial, and commercial operations. including vessel moorage, cargo handling, fleet services, cruise operations, commercial fishing support. The proposed maintenance dredge project is located within the in-water Sediment Cleanup Unit (SCU) in the West Berth, an area used for deep-draft vessel berthing. Adjacent shoreline areas also support maritime and industrial activities.

The proposed maintenance dredge project will not alter existing land uses on the site or adjacent properties. All work will occur in previously dredged subtidal areas and is intended to maintain safe navigational depths for existing vessel operations.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have

[11] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use

not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No. Port facilities have not been used as working farmlands or forest lands.

1. **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

No. There are no working farm or forest lands in the vicinity.

c. Describe any structures on the site.

Existing shoreline and overwater structures at T-91 consist of pile-supported piers, fenders, riprap slopes, seawalls, and bulkheads associated with marine industrial and commercial use. No modifications to these structures are proposed.

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

No structures will be demolished.

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

The site is zoned MML U/45, an industrial and maritime zone that supports marine terminal and related industrial uses.

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

Under the One Seattle Plan (2025), the T-91 West Berth area is designated as MML U/45 (industrial maritime zone).

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

Urban Industrial

g. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Yes. Based on the SDCI GIS mapping, the site contains the following Environmentally Critical Areas.

- Liquefaction Prone Area (entire T-91 and Interbay area)
- Flood Prone Area (overwater facilities and shoreline)
- Steep Slope Area (limited to the extreme northeast edge of the site, not within the project area)

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

No change is residency or employment is expected. The project does not add new structures or modify upland operations.

- **Approximately how many people would the completed project displace?**

None.

i. Proposed measures to avoid or reduce displacement impacts, if any.

Not applicable.

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

The proposed maintenance dredge project will restore required berthing depths for existing vessel operations and continue the Port's industrial maritime use of T-91. The project is fully compatible with current and planned land uses and applicable zoning and shoreline designations.

k. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

None required.

9. Housing

Find help answering housing questions[12]

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 maintenance dredge project.

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

No housing units would be eliminated.

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

No housing currently exists in the Project area; therefore, no measures to reduce or control housing impacts are proposed.

10. Aesthetics

Find help answering aesthetics questions[13]

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 to be constructed.

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

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

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

No measures to reduce or control aesthetic impacts are proposed.

[12] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing
[13] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics

11. Light and glare

Find help answering light and glare questions[14]

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

The proposed maintenance dredge project will not add to or alter the existing lighting at T-91. Construction activities are anticipated to be performed during the day; however, depending on the final schedule of construction activities, temporary work lighting may be used to provide a safe work environment during low light conditions. Temporary lighting will be localized and for a short-term duration.

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

Light and glare from the proposed maintenance dredge 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 proposed maintenance dredge project.

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

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

12. Recreation

Find help answering recreation questions

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

Public recreational opportunities in the vicinity of the site include:

- Smith Cove Park: Located approximately 0.25 mile west of the site and west of Pier 91. Smith Cove Park includes approximately 0.8 acres of landscaped upland area and approximately 520 linear feet of shoreline.
- T-91 Pedestrian/Bicycle Pathway (Elliott Bay Trail): Located immediately east of the site, the Elliott Bay Trail includes a paved trail with landscaping on either side. The Elliott Bay Trail loops around the perimeter of T-91 and continues south through Elliott Bay Park.
- Centennial Park—Located approximately 0.25 mile south of the site, this park contains approximately 10.5 acres and 4100 linear feet of shoreline.

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

[14] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare

The proposed maintenance dredge project would not displace any existing public shoreline access or recreational uses.

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

There will be no impacts on recreation; therefore, no measures are proposed to reduce or control impacts on recreation.

13. Historic and cultural preservation

Find help answering historic and cultural preservation questions[15]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

The nearest designated historic resource is the Admiral House, a City of Seattle landmark listed in the National Register of Historic Places, located approximately 0.35 mile west of the site. Two architectural resources have been identified near the project area: Pier 90 and the Pier 90 railroad spur.

Pier 90 was originally constructed in 1913 and has undergone substantial alterations over time. Due to these modifications, the portion of Pier 90 located within the project site no longer retains sufficient integrity to be eligible for listing in the National Register of Historic Places. The Pier 90 railroad spur, constructed in 1942 and later paved over, also lacks the integrity necessary for historic designation.

No historic structures will be altered or adversely affected by the proposed maintenance dredge project.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

T91 is within the traditional land of the Coast Salish people, including the Muckleshoot Indian Tribe and the Suquamish Indian Tribe. Ethnographic sources identify cultural sites in the broader vicinity, including the historic Duwamish village at Salmon Bay and the culturally significant Four Mile Rock.

Two previously recorded archaeological sites occur near the project area: a submerged debris field containing DMMs from historical Navy operations (Site 45KI1033) and a historic debris scatter associated with an early 20th-century multi-ethnic community (Site 45KI1200). Portions of Site 45KI1033 overlap with areas where DMMs have been documented within or adjacent to the dredge footprint.

No archaeological resources have previously been identified within the project area; however, the presence of DMMs in portions of the dredge footprint reflects historical military activity

[15] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p

rather than cultural or archaeological materials. DMM risk and response procedures are addressed through the IAWP and the Port's Munitions Response Plan.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Review included relevant archaeological literature and the Washington State Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) database.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

No potential adverse effects on historic or cultural resources are anticipated and no measures are proposed to reduce or control such effects. The proposed maintenance dredge project does not include any shoreline or upland ground disturbance. Maintenance dredge activities are limited to existing disturbed subtidal aquatic areas, below -20 feet MLLW. The Project and associated maintenance dredge activities require a Nationwide Permit from USACE, including compliance with Section 106 of the National Historic Preservation Act. Additionally, the possibility for maintenance dredging to potentially impact historic or cultural resources is low since the dredge areas included in this evaluation have been previously dredged.

The Port will continue coordination with consulting Tribes—including the Muckleshoot Indian Tribe and the Suquamish Tribe—to minimize potential disruptions to treaty-reserved fishing activities during construction.

14. Transportation

Find help with answering transportation questions[16]

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

The proposed maintenance dredge project will not alter existing access to the street system. T-91 is served by West Garfield Street, the Galer Street Flyover, and adjacent Port access roads. No changes to vehicular access are required for the proposed work

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The larger terminal area is accessible by public transit on nearby arterials. The proposed maintenance dredge project will not affect public transit service or demand. Transit routes serving the Interbay area will remain unaffected.

[16] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation

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

No. The proposed maintenance dredge project will not require any new or improvements to roads, streets, pedestrian, bicycle, or state transportation facilities.

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

The proposed maintenance dredging project will be completed using barge-mounted equipment and support vessels. Transport of dredged material from the water to an upland offloading facility will occur by barge. The relatively small dredge volume is not expected to generate substantial truck traffic associated with upland disposal, and no changes to rail or air transportation facilities or operations will occur.

e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

No significant change in vehicular traffic is anticipated. The proposed maintenance dredge project does not modify upland operations, add personnel, or increase facility capacity.

f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe

No. There are no agricultural or forest product transport activities that would be affected.

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

No measures to reduce or control vehicle or truck transportation impacts are proposed, as the project will not result in transportation impacts.

15. Public services

Find help answering public service questions[17]

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

No. The proposed maintenance dredge project will not increase demand for public services. All work will occur within an existing industrial marine terminal using standard construction practices, and no new uses, facilities, or population changes are associated with the project.

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

No measures are necessary. The proposed maintenance dredge project will not affect the availability, capacity, or need for emergency response, public safety services, or other public services.

[17] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services

16. Utilities

Find help answering utilities questions[18]

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

The T-91 site includes all necessary utility infrastructure to run a marine terminal and berthing areas, including electric, natural gas, water, solid waste, sanitary sewer, telephone, stormwater, etc.

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 change in utilities serving Port facilities is proposed as part of the proposed maintenance dredge project.

C.Signature

Find help about who should sign[19]

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.

X Matthew P. Szymanowicz

[18] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities

[19] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature

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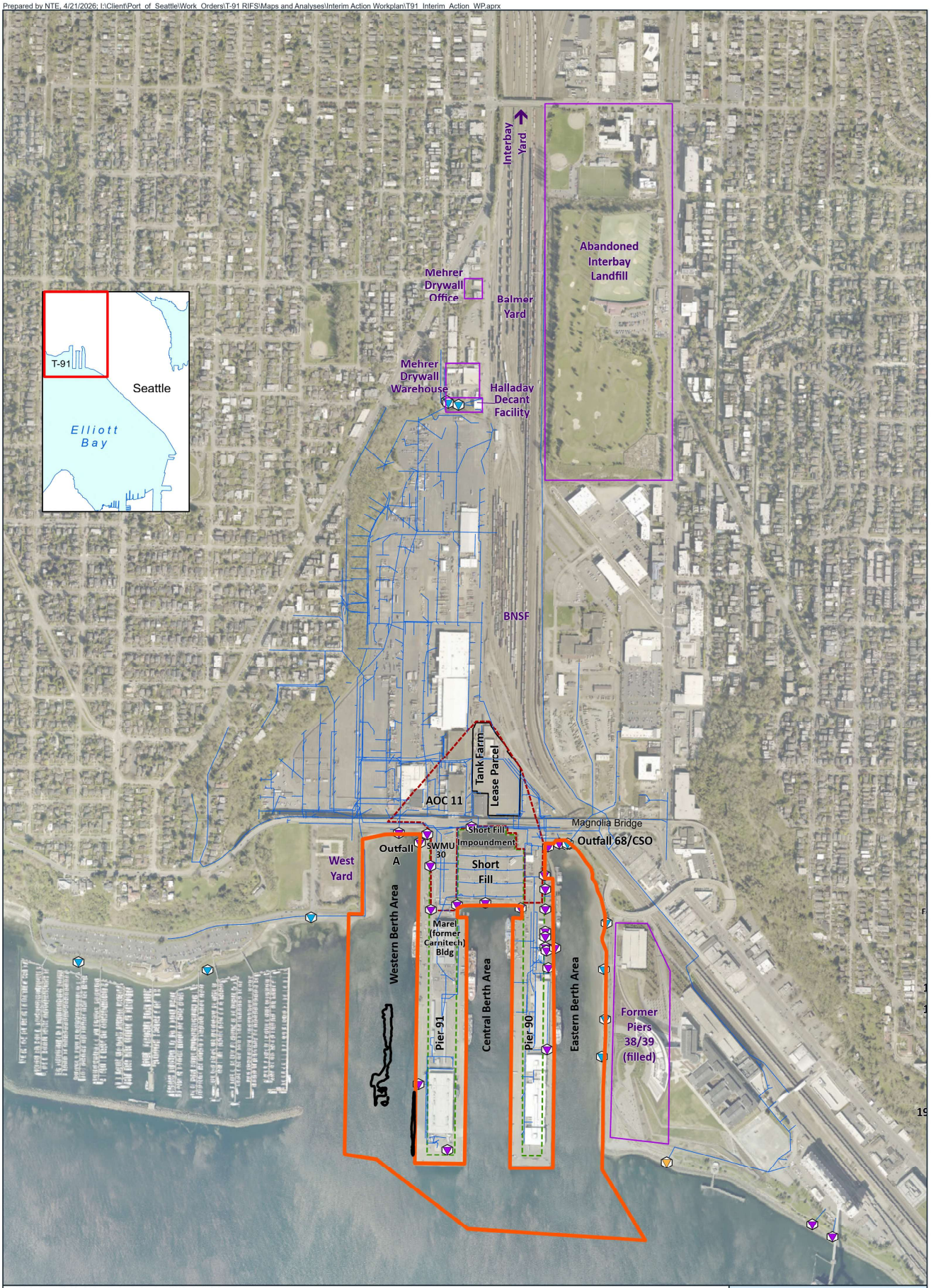

Aerial photo credit: EagleView Technologies, Inc. 2021, photo date unknown

- City outfall
- Other outfall
- Port outfall
- Drain line
- Tank farm affected area
- Pier head line
- Adjacent property
- Interim Action dredge area
- Preliminary SCU boundary

0 300 600
Feet

TERMINAL 91 WEST CRUISE MAINTENANCE DREDGING PROJECT: INTERIM ACTION WORK PLAN

Overview of Terminal 91 Site and Project Area

Seattle, WA

FIGURE 1-1

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Interim Action dredge area

T-91 AO SCU boundary

Elevation

- > 0
- > -4 and ≤ 0
- > -10 and ≤ -4
- > -20 and ≤ -10
- > -30 and ≤ -20
- > -40 and ≤ -30
- > -50 and ≤ -40
- > -75 and ≤ -50
- ≤ -75

TERMINAL 91 WEST CRUISE MAINTENANCE DREDGING PROJECT: INTERIM ACTION WORK PLAN

0 300 600

Feet

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West Cruise Maintenance Dredging Project

Seattle, WA

FIGURE 1-2

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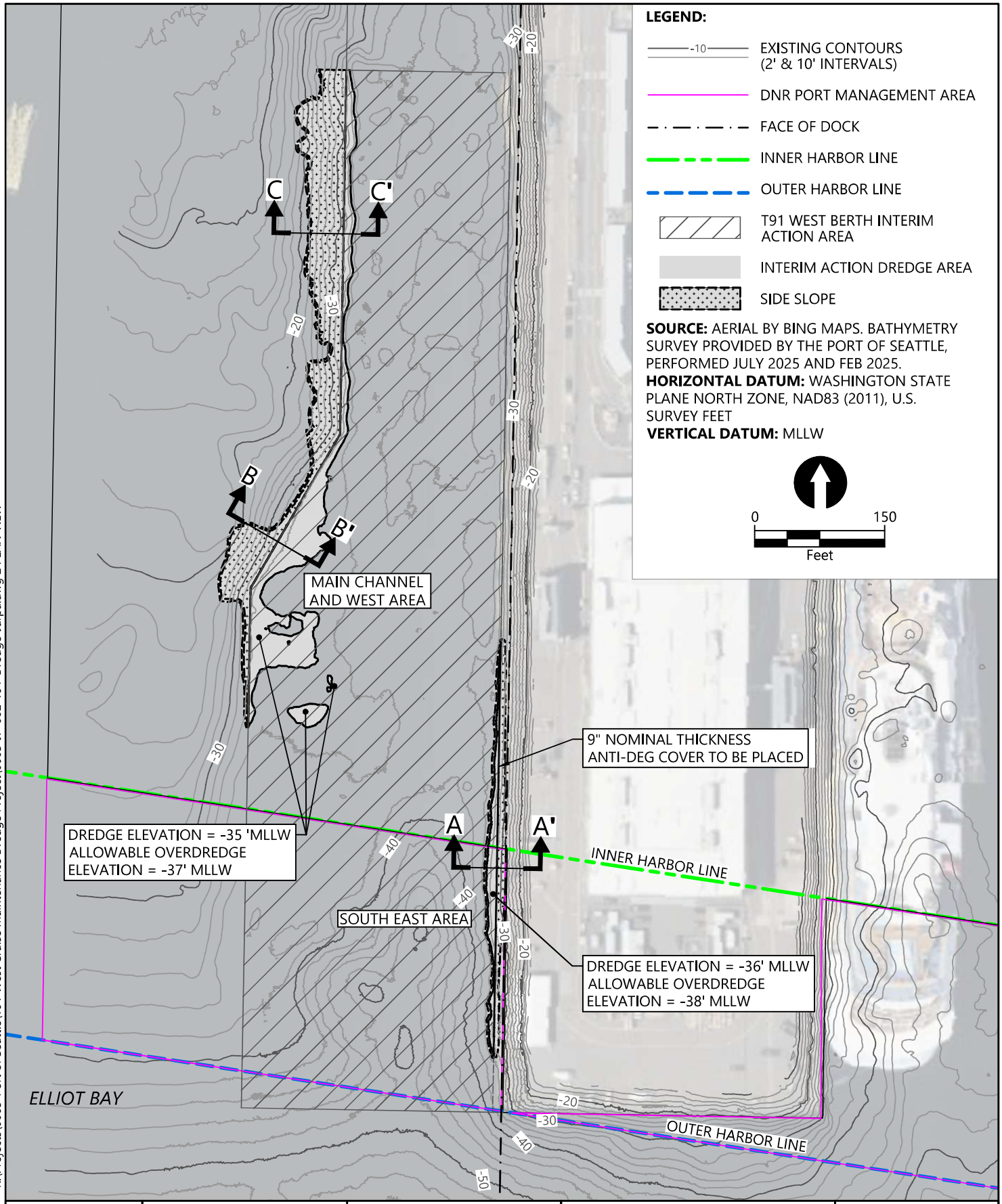

K:\Projects\0003-Port of Seattle\T91 West Cruise Maintenance Dredge Project\0003-JP-002-T91-Dredge-Jarpa.dwg 2 PLAN VIEW

Feb 10, 2026 9:07am tgriga

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Figure 5-1.
T91 Dredge Areas

DRAFT
February 2026