



ADDENDUM No. 2
to
Mitigated Determination of Nonsignificance
South Terminal Modernization, Phase 2
SEPA File 2016-12

The Port of Everett is issuing this Addendum to the Mitigated Determination of Non-significance (MDNS) for the South Terminal Wharf Modernization Phase 2 (STMP2) project. The MDNS was issued by the Port on July 1, 2016 and the first addendum was issued by the Port on September 23, 2016. This document is the second addendum to the MDNS under the State Environmental Policy Act (SEPA) Rules (Chapter WAC 197-11-600 and 197-11-625) for the following:

Original Proposal: The original proposal entails strengthening the existing South Terminal wharf in order to support ongoing and anticipated terminal operations including the addition of two 100-foot gauge rail-mounted gantry cranes. There are four project elements:

1. **Demolition:** The existing cargo transit shed (Building T-5, approximately 456 foot by 150 foot) located immediately adjacent to and shoreward of the South Terminal Wharf will be demolished. On grade asphalt paving and footings may be removed and the paving replaced within this area.
2. **South Terminal Wharf Strengthening:** This project element will strengthen the remaining 563-foot-long main section of the wharf to achieve a 1,000 psf load capacity. This will involve installing approximately (196) new 24-inch diameter and approximately (147) 18-inch diameter steel piles through the existing wharf deck to increase bearing load capacity. Pile caps concrete beams will be added beneath the wharf deck. Approximately (25) 12-inch diameter timber fender piles may be removed and replaced with approximately (25) 12-inch diameter steel piles. Pile and cap work at the landward (east) site of the wharf will require temporary relocation of existing riprap material at the top of the slope beneath the wharf. This material will be returned to beneath the wharf following completion of the pile cap work. The overwater footprint of the wharf structure will not change. On-wharf stormwater conveyance and treatment also will not change. However, minor repairs to these systems may be necessary if damage occurs during wharf improvements. The total pile driving period will occur over approximately 80 to 110 working days. Piles will be delivered to the site by barge and overland trucks or both. Total area of the pile footprint will be approximately 920 square feet (sf). New pile caps will be constructed and repairs made to some existing concrete pile cap beams. No dredging will be required to accomplish this work.
3. **Crane Rails and Gantry Cranes:** Two 100-foot gauge rail-mounted ship-to-shore gantry cranes will be installed atop the newly strengthened wharf deck. This includes installation of (2) crane rail support beams running the length of the wharf under the deck. The gantry cranes will be electrically powered and will require upgraded electrical utilities as described in the next section. The proposed gantry cranes have not yet been procured, therefore the following

dimensional description is a generic approximation based on typical 100-foot gauge equipment. All measurements are approximate and are measured from the surface of the wharf deck (which is approximately +19 feet above MLLW).

With the boom arm in the down (operating) position, the apex height of the crane frame is 220 feet above the wharf deck. With the boom arm in the upright (non-operating stored) position, the maximum height of the arm is 310 feet. When the boom arm is down and in use, it extends approximately 170 feet from the main structure. The back of the crane is approximately 80 feet behind (landward) the land-side rail. The width of the crane frame (in the direction parallel to the rails) is approximately 65 feet.

4. **Shore Power and Utilities Upgrades:** Utility work will include upland and on-wharf service. Electrical utility upgrades are needed to provide electrical power supply to the 100-foot gauge gantry cranes, one plug-in receptacle to provide a powering station for the Port's existing mobile harbor cranes, and to provide shore-based power ("cold ironing") for ships berthing at the wharf.

The service will originate from a new Snohomish Public Utility District electrical service (SnoPUD) located at the east side of the Port's marine terminals property. Electrical work includes new pad-mounted SnoPUD switchgears, metering cabinets and transformer, vaults, equipment pads, and a 4.16kV switchgear that will feed the gantry crane switchgear and a "cold iron" transformer on the apron adjacent to Building T-5. Feeders will run underground via concrete encased duct banks (approximately 900 lineal feet total).

No new impervious surfaces would be added, and any improvements would connect to the existing stormwater system.

The Port will offset the potential effects of loss of 900 sf of benthic habitat with advanced mitigation credits from the Union Slough Restoration site.

Purpose of this Addendum: The Port is issuing this addendum to notify interested parties that following issuance of the original MDNS in July 2016, as design progressed and anticipated Terminal operations were more clearly understood, it was determined that Building T-5 would be retained and relocated on site in lieu of demolition. Further explanation of these changes are addressed in the attached detailed description.

The Port of Everett, as lead agency, has reviewed the proposed changes and finds that there is no significant change in the magnitude of impacts detailed in the MDNS.

Project Location: 3210 Terminal Avenue, Everett, Washington
Snohomish County
Tax Parcel Numbers 29053000201800 and 29053000203400

Lead Agency: Port of Everett

Contact Person: Laura Gurley, Planner Phone: 425-388-0720

SEPA Responsible Official: Paul Brachvogel

Signature: *P. Brachvogel*

Date Addendum Issued: 3/28/18

Position/Title: Chief of Legal Affairs

Phone: (425) 388-0702

Address: 1205 Craftsman Way Suite 200, Everett, WA 98201

No circulation or comment period is required for this Addendum.
There is no appeal period for this Port of Everett SEPA Addendum.

Addendum No. 2, Detailed Description
SEPA File 2016-12
Port of Everett
South Terminal Modernization, Phase 2 (STMP2)

The following information reflects changes or additions to the Environmental Checklist dated July 1, 2016. The SEPA Checklist section reference is shown in bold text, with the new information shown in italicized text.

SEPA Checklist A.6 – Proposed timing or schedule (including phasing, if applicable):

The first sentence has been revised as follows:

The proposed project is anticipated to occur from August 2017 through *March 2020*.

SEPA Checklist A.10 – List any governmental approvals or permits that will be needed for your proposal, if known.

For addition to bulleted list:

- *A City of Everett Demolition Permit will be required, along with Public Works and Building Permit reviews relative to the relocation of Building T-5.*

SEPA Checklist A.11 - Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

Figure 1, Vicinity Map, has been updated to include the Building T-5 relocation area, including the building's transport route, and is attached.

The last sentence of the “Existing Conditions” paragraph has been revised as follows:

Immediately adjacent to the wharf is a large cargo transit shed (Building T-5), currently used for maintenance operations, *and two portable trailers (referred to as T-5A and T-5B), currently providing lunchroom and restroom facilities for seaport workers, all of which will be physically relocated within the Terminal. They are located in the paved upland area.*

The item number 1, “Demolition” of the “Project Description” section has been revised as follows:

1. **Building Relocation:** *The existing Building T-5 and the trailers, which are located immediately adjacent to and shoreward of the South Terminal Wharf will be physically relocated to make room for two, 100-gauge rail-mounted gantry cranes. Building T-5 is an approximately 265 foot by 150 foot, 29-foot-high, open wood frame structure. As part of this work, once the structure is moved, the on grade asphalt paving and footings may be removed and the paving replaced within the area of its prior footprint. The relocation will occur in stages. Utility connections to the building will be decommissioned first. A professional building moving contractor will jack and transport the building, intact, to a temporary location approximately 500 feet east of the current location. The building will remain at this temporary location for approximately 2 months*

during which the foundation and utilities for its permanent location will be installed. The permanent location is approximately 300 feet to the north of the temporary location and approximately 530 feet northeast of its existing location (see attached Building T-5 Relocation Exhibit). Both the temporary and permanent locations are outside of the 200-foot Shoreline jurisdiction. The foundation will be a combination of 36 concrete plinths (6 feet high) together with two 148-foot-long shear wall concrete footings at each end of the structure. A 24-foot x 100-foot concrete slab will be installed in the maintenance bay to meet fire code requirements. For more information about utility connections, see item number 4 of this section and Section B.16.

The relocated structure will continue to provide an area for maintenance operations to occur. The relocation site adjacent to Track 113 will allow the unloading and loading of weather sensitive material, from trains, under the structure's overhang. This type of cargo operation is already occurring at that location under a temporary structure. The relocated building will continue to be open to the east and west. Its existing maintenance activities will remain the same.

The two portable trailers are 10 feet x 28 feet and 12 feet x 56 feet, and both are 12 feet tall. As these are portable facilities supporting the maintenance operations, they will be relocated to be adjacent to Building T-5's new location.

The item number 4, "Shore Power and Utilities Upgrades" of the "Project Description" section has been revised.

The second paragraph has been revised as follows:

To power this new electrical system, the service will originate from a new Snohomish Public Utility District electrical service (SnoPUD) located adjacent to Building T-6 (equipment shed) at the east side of the Port's marine terminals property. At this location (approximately 50 feet by 30 feet) will be a new pad-mounted SnoPUD switchgear, metering cabinet and transformer as well as a 4.16kV switchgear that will feed the gantry crane switchgear and a "cold iron" transformer on the apron adjacent to *the current location of Building T-5 which will be relocated* as part of the proposal. Both of these feeders will run underground via a concrete encased duct bank. At the apron near the *current Building T-5 footprint*, a 4.16kV switchgear serving the gantry cranes and the mobile harbor crane receptacle, and a "cold iron" transformer and "cold iron" switchgear serving the two shore-to-ship power connections will be installed. These new electrical utility facilities will occupy a 50-foot by 10-foot area.

A new last paragraph has been added as follows:

Utility services to the existing Building T-5 and portable trailers (including: water, sanitary sewer and electrical) will be decommissioned. New service connections, including water for domestic and fire sprinkler, sewer and electrical will be provided at the final Building T-5 location. An 8-inch diameter City of Everett-owned water line exists in the proposed footprint of the Building T-5 final location. Approximately 330 linear feet (LF) of this waterline will be demolished or abandoned in place. The waterline will be rerouted around the building with approximately 405 LF of new 8-inch waterline. Domestic water service to Building T-5 will consist of a 2-inch meter and reduced pressure backflow preventer and relocated trailers T-5A

and T-5B. Fire sprinkler service will also be provided at the new location to reconnect Building T-5's existing sprinkler system. A new fire hydrant will be constructed near the south west corner of the building's final location. Sanitary sewer service will consist of decommissioning the existing sanitary sewer lift station and forcemain and installing a new lift station (approximately 48-inch diameter manhole structure) and forcemain (approximately 2-3 inch diameter). Approximately 415 LF of new forcemain will be routed across the terminal to connect with an existing sewer forcemain along the site's west side. Electrical service will be provided from an existing PUD transformer located on the east side of Building T-6. Electrical service will consist of approximately 150 LF of new ductbank from the PUD transformer to existing spare conduits at the light pole near T-6, new wiring in approximately 300 feet of existing spare conduits and approximately 130 LF of new ductbank from the spare conduits to the building final location. A new transformer, Current Transformer (CT) cabinet, PUD meter and panels will be provided at the final building location. Roof downspout drains will discharge to the terminal's existing paved surface. Runoff will be collected by existing nearby catch basins which drain to an existing pump station and then to the bioswale along the site's east side for treatment prior to final discharge to Port Gardner Bay.

Utility construction relative to Building T-5 will require the removal and replacement of approximately 3,600 square feet of asphalt pavement, 350 cubic yards (CY) of excavation and 210 CY of imported pipe bedding.

No utility connections will be required while the building is at its temporary location.

SEPA Checklist B.1.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 first sentence of the first paragraph has been revised as follows:

The existing Building T-5 located immediately adjacent to and upland of the South Terminal Wharf will be *relocated* to make room for two, 100-foot gauge rail-mounted gantry cranes.

A new last paragraph has been added as follows:

Preparation of the proposed site of the relocated Building T-5 and trailers will require excavation and fill for utility relocations, utility service connections, and the Building T-5 foundation. Utility relocation and service connections will require the removal and replacement of approximately 3,600 square feet of asphalt pavement, 350 CY of excavation and 210 CY of imported pipe bedding. Only clean pipe bedding from a pre-approved vendor will be utilized. Building foundations and concrete slab will require the removal of approximately 4,800 square feet of asphalt pavement and 410 CY of excavation.

SEPA Checklist B.2.a – What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is complete? If any, generally describe and give approximate quantities if known.

The first sentence of the second paragraph, has been revised as follows:

The construction phases associated with the STMP2 (as described in A.11) are: *T-5 Building and trailer relocation, resurfacing of the site after Building T-5 is moved, foundation, utility work, and site preparation for the new location of Building T-5, wharf strengthening, installation of crane rails and gantry cranes, and shore power and utilities upgrades.*

The first bullet of the second paragraph, has been revised as follows:

- *Emissions sources associated with the resurfacing activities of the site after Building T-5 and the trailers are moved may include excavators, graders, dozers, asphalt pavers, loaders, vibratory roller, roller/compactor, sweeper, and on-road trucks for material removal and fill trucks.*

A new last bullet of the second paragraph, has been added as follows:

- *Building relocation emission sources will primarily be from construction equipment, associated with utility work and jacking and transporting the building. This equipment may include excavators, graders, dozers, asphalt paver, loader, vibratory roller, roller/compactor, sweeper, scissor lift, and on-road trucks for material removal and fill trucks, concrete trucks and pumping equipment.*

SEPA Checklist B.3.c – Water runoff (including stormwater):

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

A new last sentence has been added as follows:

There is no substantial change in drainage pattern as a result of the wharf strengthening part of the project. There will be a slight change in the areas affected by the building and trailer relocations. The existing state of the building and trailers' roof runoff currently drains them to an outfall adjacent to the wharf, discharging directly to the bay. Once they are removed, the area will be resurfaced and drainage directed to a new stormwater catchment system for treatment prior to discharge. The drainage pattern for the roof runoff at the proposed relocation site of Building T-5 and trailers will change slightly. After they are moved, their roof runoff will be directed to the stormwater collection system and will be discharged to the bay after treatment via the existing bioswale.

SEPA Checklist B.7.b – Noise

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.

The first sentence of the “Construction” section, has been revised as follows:

The proposed project will create construction activity and equipment noises related to pile driving, *paving, building relocation,* and heavy wharf reconstruction activities.

The following final sentence of the “Operations” section, has been added:

The immediate cargo handling operations proposed within the relocated Building T-5 will continue to consist of the offloading of soybeans from rail cars and transfer to shipping

containers using the same types of methods and equipment currently used for this purpose. As needed, other weather sensitive cargo will utilize this structure in the future.

SEPA Checklist B.8 – Land and Shoreline Use

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

The response has been revised as follows:

The proposal site's existing Building T-5 cargo transit shed will be relocated. Please see response A.11 of this checklist for a more detailed description of this building and the proposed relocation.

SEPA Checklist B.10 – Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The first paragraph has been revised as follows:

No significant new buildings or building additions will be constructed as part of this proposal. Building T-5 will be relocated within the site which requires construction of a new foundation. The relocated building will remain 29 feet tall and it will sit at the same approximate site elevation as its existing location.

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

A new last paragraph has been added as follows:

The proposed relocation of Building T-5 and the trailers to the east will not significantly alter views from the nearby street and residential viewpoints. The building is approximately 29 feet tall and currently sits at the west edge of the terminal, making it a part of the view from many adjacent offsite locations. Most of these views are achieved from higher elevations on the bluff to the east. Relocating the building to the east, closer to the base of the bluff will bring it virtually out of the line of sight from those elevated viewpoints, as they are significantly higher than the building at its relocated location. This was confirmed by an analysis of project vicinity topographic map land contour lines (available on the City of Everett's ArcGIS-based on line Map Everett tool). These contours confirm that the roofline elevation of the relocated Building T-5 will be approximately 13 to 183 feet lower than the adjacent ground elevations at various eastern viewpoints.

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

A new last paragraph has been added as follows:

As described above in section b., relocating Building T-5 and the trailers to the east, more than 500 feet closer to the base of the bluff will bring it virtually out of the line of sight from the adjacent properties' elevated viewpoints.

SEPA Checklist B.11 – Light and glare

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

A new last paragraph has been added as follows:

No new lighting is proposed for the relocated building and trailers.

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

The first sentence of the first paragraph has been revised as follows:

The lighting associated with the nighttime cargo handling operations at the improved wharf using gantry cranes, *the relocated Building T-5 operations*, as well as the existing mobile harbor cranes will continue to be properly directed and shielded to avoid any safety hazard or significant view interference for potentially sensitive offsite receiving areas.

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

A final sentence of the last paragraph has been added as follows:

The existing lighting on Building T-5 will continue to be directed downward to avoid any light or glare impacts to adjacent properties. The structure will be located further away from the water, effectively preventing any light or glare from entering or coming off of the water.

SEPA Checklist B.13 - Historic and cultural preservation

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, archeological surveys, historic maps, GIS data, etc.

This section has been revised as follows:

The Tulalip Tribes and DAHP will continue to be consulted regarding potential impacts to cultural resources. Based on a review of existing boring logs, the site has significant anthropogenic fill thicknesses and the native geologic layer is anticipated to be greater than 15 feet below ground surface elevation *for the wharf strengthening portion of the project and is anticipated to be greater than 10 feet below ground surface elevation for the Building T-5 relocation site*. The native layer is deeper toward the west side of the project area. Excavation and trenching for utilities *and the foundation for the relocated Building T-5* are expected to extend to only 3 to 4 feet below ground surface. As a result, no culturally sensitive materials are expected to be encountered as part of this project.

SEPA Checklist B.16 – Utilities

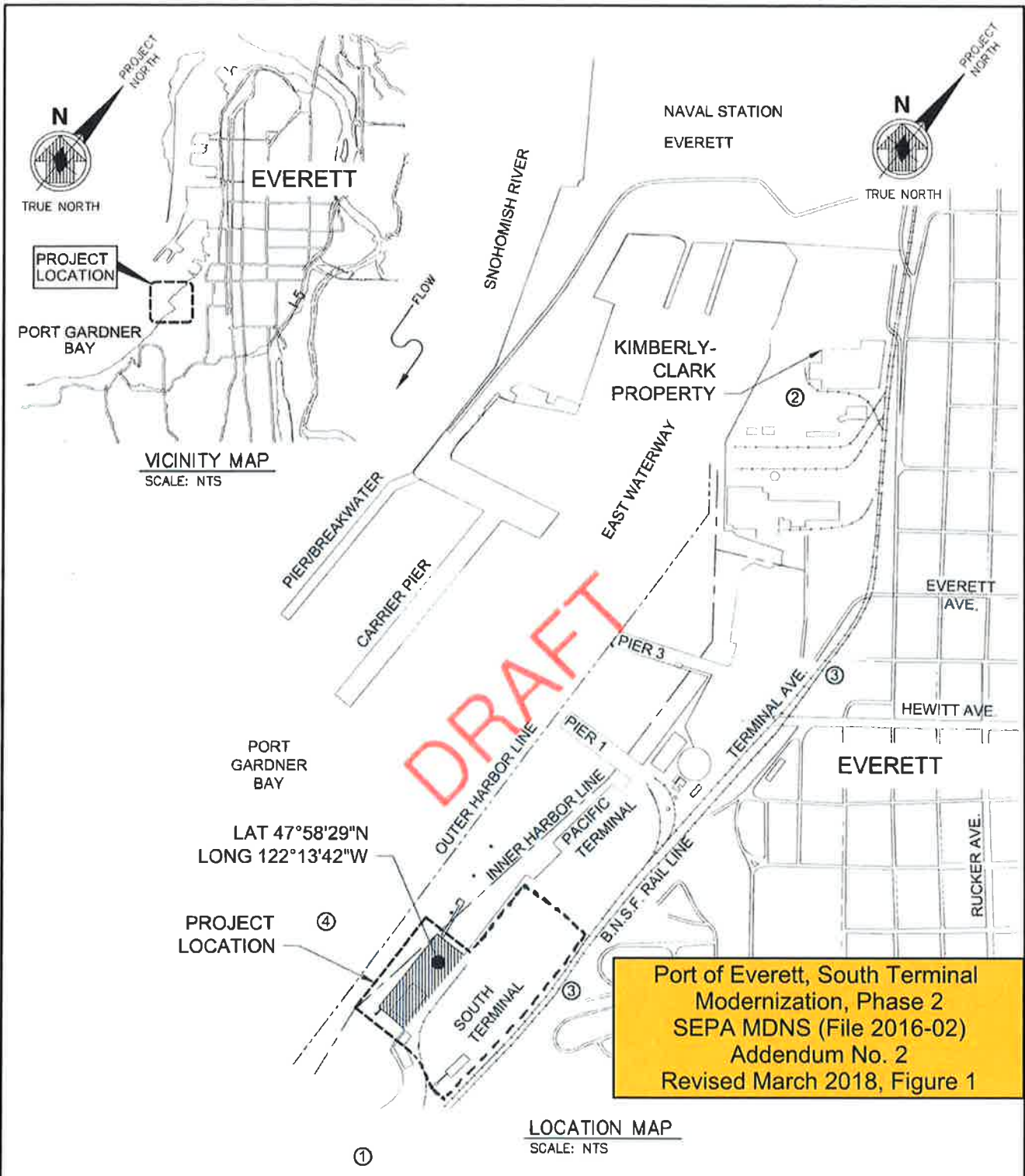
b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

This section has been revised as follows:

New utility services are proposed for the project, which includes a substantial upgrade of the wharf's existing electrical system. This upgrade is needed to provide power for the new rail

mounted gantry cranes, existing mobile harbor cranes, and the new shore power system which will allow large cargo ships to switch to shore power. The Port is working closely with the SnoPUD to coordinate the design and timing for the installation of these new electrical system improvements. This expanded electrical service will be connected to SnoPUD's existing power lines which parallel Port property along the east side of the marine terminals. *The final Building T-5 and trailer location will require new utility service connections for domestic water, fire sprinkler, sanitary sewer and electrical services. New services will connect to existing nearby utilities within the terminal. Other utility work will include rerouting of an 8-inch diameter City of Everett-owned water line that exists in the proposed footprint of the new building location. No utility connections will be required while the building and trailers are at their temporary location. Please see the project description in section A.11 for additional information.*

* * * End of Addendum Text * * *



PURPOSE: REPAIR & IMPROVEMENTS
TO SOUTH TERMINAL WHARF
SEC: 18 TWP: 29N RGE: 5E
DATUM: MLLW 0.00
ADJACENT PROPERTY OWNERS:
① CITY OF EVERETT (SOUTH)
② KIMBERLY-CLARK (NORTH)
③ BNSF RR (EAST)
④ STATE DNR (WEST)



PROJECT LOCATION
SOUTH TERMINAL
WHARF UPGRADE
IN: PORT GARDNER
AT: EVERETT
COUNTY OF: SNOHOMISH STATE: WA
APPLICATION BY: PORT OF EVERETT
SHEET 1 OF 7 DATE: 4/25/2016