



ADDENDUM No. 3
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, the first addendum was issued by the Port on September 23, 2016, and the second addendum was issued by the Port on March 28, 2018. This document is the third addendum to the MDNS under the State Environmental Policy Act (SEPA) Rules (Chapter WAC 197-11-600 and 197-11-625) for the following:

Previously Addended Proposal: The previously addended 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. **Building Relocation:** The existing Building T-5 and two portable 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. 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. Work includes construction of foundation and utilities for its permanent location. The permanent location is approximately 300 feet to the north of the temporary location and approximately 530 feet northeast of its existing location.
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).

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 current location of existing Building T-5. Feeders will run underground via concrete encased duct banks (approximately 900 lineal feet total).

Utility services to the existing Building T-5 and portable trailers will be decommissioned. New service connections, including water for domestic, fire sprinkler and hydrant, sanitary sewer and electrical will be provided at the final Building T-5 location. A City of Everett-owned water line will be rerouted with approximately 405 LF of new 8-inch waterline. The existing sanitary sewer lift station and forcemain will be decommissioned a new lift station and forcemain will be installed. Electrical improvements include a new ductbank from the PUD transformer, new wiring, new ductbank, and new transformer. 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 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 and subsequent addenda, an error regarding the storage positioning of the proposed cranes required correction. The correction is addressed in the attached 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 B Br **Date Addendum Issued:** 6-15-18

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. 3, 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 and previously issued addendums. The SEPA Checklist section reference is shown in bold text, with the new information shown in italicized text. Text to be deleted is shown in strikethrough text.

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

The Project Description section, item #3 has been revised, as follows:

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.

SEPA Checklist B.10.a. - What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The second paragraph has been revised as follows:

The two 100-foot gauge rail mounted gantry cranes that will be installed on the strengthened wharf will be the tallest structures on the site. With the boom arms in the upright *position*, (~~typical storage position at most ports~~), the maximum height of the gantry crane structures will be approximately 310 feet above the deck of the wharf. When the boom arms are down in the ~~active-operating~~ position, the apex height of the crane frames will be approximately 220 feet above the wharf deck. 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. The principal exterior materials will consist of structural steel for the gantry cranes. Please note that based on the provisions of state Shoreline Management Act, Everett's Shoreline Master Program exempts cargo cranes from its height limits for nearly all other types of shoreline area structures. *To the extent lowering the crane booms, during periods of non-use, does not require additional Long Shore labor but can be performed by Port personnel and, further, to the extent permitted by United States Coast Guard and/or other applicable non-Port regulation or non-Port authority, the crane booms will generally be stored in the down position, rather than up.*

* * * End of Addendum Text * * *