

STATE ENVIRONMENTAL POLICY ACT (SEPA) CHECKLIST**A. BACKGROUND****1. Name of proposed project, if applicable:**

Everett Shipyard Cleanup Action for upland and in-water.

2. Name of applicant:

Washington State Department of Ecology, Toxics Cleanup Program
(co-applicant) Port of Everett, Everett, WA

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

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4. Date checklist prepared:

October 17, 2011

5. Agency requesting checklist:

Washington State Department of Ecology

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

Pending permit approvals, approvals of the cleanup action plan and Consent Decree negotiations, construction is anticipated to begin in May 2013 and last up to 19 months through December 2014.

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

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

Yes. The Port of Everett intends to redevelop the site. Redevelopment is expected to include demolition of remaining structures and covering a large portion of the site with buildings or pavement. Opportunities for green/low impact development will be considered, including the incorporation of landscaped areas where possible to help minimize the amount of stormwater runoff that would need to be managed. Current redevelopment plans include an upgrade to the stormwater system to a “State of the Art” filter system. The timing, details and specific uses of the redevelopment is uncertain.

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

- Ecology, 1992a. Everett Harbor Action Team Inspection Report. Fishermen’s Boat Shop, 1016 14th Street, Everett 98201. Site visits dates: April 23 and May 5, 1992.
- Ecology, 1992b. WAD 988469706 Fishermen’s Boat Shop (Everett, Snohomish Co.), Dangerous Waste Compliance Inspection, 4/23/992 and 5/5/92. Memorandum to Dangerous Waste File from J. David Homann. July 10.
- Port of Everett, 2001. Port of Everett, Marina and Boat Launch Maintenance Dredging, Marina Dredge Plan NE Detail (including January 28, 2002 post-dredge bathometric survey). May 18.
- Landau, 2001. Phase I Environmental Site Assessment, North Marina Redevelopment Project, Port of Everett, Everett, Washington. November 28.
- Landau, 2003. Client Review Draft, Phase II Environmental Site Assessment, Everett Shipyard Property, Port of Everett, Washington. Prepared by Landau Associates, June 19.
- Landau, 2004. Sediment Quality Investigation, Port of Everett North Marina Area, Everett, Washington. Prepared by Landau Associates, November 3.
- Landau, 2005. Preliminary Characterization of Soil for Disposal, Port of Everett North Marina Redevelopment Project, Everett, Washington.
- URS, 2007a. Sampling and Analysis Plan, Everett Shipyard, Everett, Washington. Prepared by URS Corporation, March 13.
- URS, 2007b. Supplemental Site Characterization and Cleanup Action Plan Everett Shipyard, 1016 14th Street, Everett, Washington. Prepared by URS Corporation, October 4.
- Landau, 2008. Letter to Port of Everett regarding Upland Soil Sampling Results, Everett Shipyard Marine Railway, Everett, Washington. July 11.
- Ecology, 2008a. Agreed Order for Remedial Investigation/Feasibility Study and Draft Cleanup Action Plan – Everett Shipyard Inc. Site. No. DE 5271
- URS, 2008. Final RI/FS Work Plan, Everett Shipyard, 1016 14th Street, Everett, Washington. Prepared by URS Corporation. October 31.
- Port of Everett, 2009. Upland Material Sample Results: Everett Shipyard marine Railway, Everett, WA, Letter, February 5, 2009.

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

- URS, 2009a. Preliminary Remedial Investigation Data Report, Everett Shipyard, 1016 14th Street, Everett, Washington. Prepared by URS Corporation. May 26.
- URS, 2009b. Supplemental Remedial Investigation Work Plan, Everett Shipyard, 1016 14th Street, Everett, Washington. October 21.
- URS, 2010a. Preliminary Remedial Investigation Phase II Data Submittal, Everett Shipyard, 1016 14th Street, Everett, Washington. Prepared by URS Corporation. February 5.
- URS, 2010b. Draft Supplemental Phase III Remedial Investigation Work Plan, Everett Shipyard, 1016 14th Street, Everett, Washington. March, 12.
- URS, 2010c. Phase III Upland Work Plan, Everett Shipyard, 1016 14th Street, Everett, Washington. June 23.
- URS, 2010d. Phase III Upland Investigation Results and Geophysical Survey Work Plan, Everett Shipyard, 1016 14th Street, Everett, Washington. July 28.
- URS, 2011a. Remedial Investigation and Feasibility Study, Everett Shipyard, 1016 14th Street, Everett, Washington. Prepared by URS Corporation. May 9.
- URS, 2011b. Draft Cleanup Action Plan, Everett Shipyard, 1016 14th Street, Everett, Washington. Prepared by URS Corporation. October 2011.
- URS, 2011c. Draft Cultural Resources Inventory Report, Everett Shipyard Cleanup Project, 1016 14th Street, Everett, Washington. October 2011.
- URS, 2011d. Draft Inadvertent Discovery Plan, Everett Shipyard Cleanup Project, 1016 14th Street, Everett, Washington. October 2011.
- 2012a. Engineering Design Report, Everett Shipyard, 1016 14th Street, Everett, Washington. To be prepared.
- 2012b. Construction Specifications, Everett Shipyard, 1016 14th Street, Everett, Washington. To be prepared.

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.

None known.

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

U.S. Army Corps of Engineers Section 10/404 Permits, including agency consultations under the federal Endangered Species Act (Section 7), Magnuson Act (Essential Fish Habitat) and National Historic Preservation Act (Section 106).

The proposed action would be conducted as a cleanup action under a Consent Decree with the Washington Department of Ecology within the authority of the state Model Toxics Control Act (MTCA). The proposed action is exempt from the procedural requirements of state and local

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

permits that would otherwise be required, per RCW 70.105D.090. However, the proposed action is required to demonstrate substantive compliance with appropriate state and local permits.

These include:

- Washington Department of Ecology Section 401 Water Quality Certification
- Short-term Water Quality Modification
- Ecology NPDES Stormwater Permit for Construction Activities
- Washington Department of Fish & Wildlife Hydraulic Project Approval
- City of Everett building & construction permits including traffic, grading and drainage approvals
- City of Everett Sanitary Sewer and Discharge Permits
- City of Everett Shoreline Permitting
- JARPA

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 proposed project site is owned by the **Port of Everett** and includes approximately five acres of upland, west of West Marine View Drive, and adjacent in-water areas where the Port, **ESY, Inc.**, and others historically performed operations. From 1959 to 2008, ESY leased most of the upland portion of the site from the Port and operated a boat building, maintenance and repair facility. The in-water areas are within the Port's North Marina and include a marine railway. The Port's Travel Lift and Boat Haul-Out facility is located north of the marine railway. In addition, the Port owned and/or operated vessel and marine-related services adjacent to the Lease Area. The Lease Area is not currently occupied by a tenant and most of the unpaved portions of the Lease Area are surrounded by a chain-link fence.

Several previous environmental studies have been completed at the site (conducted between the late 1980s to 2007), which identified hazardous substances in soil exceeding Model Toxics Control Act (MTCA) preliminary cleanup levels, and sediment concentrations exceeding Sediment Management Standards (SMS) cleanup levels. To address this contamination, on April 2, 2008, Ecology, ESY and the Port entered into Agreed Order No.: DE 5271 (Agreed Order) to conduct a Remedial Investigation/Feasibility Study (RI/FS) and to develop a draft Cleanup Action Plan (CAP) addressing potential upland and in-water contamination related to releases from the site. An RI/FS delineating the nature and extent of contamination at the site, including upland soils and marine sediments has been approved by Ecology and has been subject to public review. A Cleanup Action Plan has been developed for the site. Currently Everett Shipyard and the Port of Everett plan to enter into a Consent Decree for the final site remediation and begin cleanup actions on the upland and marine portions of the site in the Spring/Summer of 2013. Site

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

remediation is proposed for both the upland and shallow marine sediment areas. Refer to Sheets attached. The proposed activities associated with each area are summarized below.

Proposed Upland Area Cleanup Action Activities:

- Demolish two buildings (Everett Engineering Buildings 7 and 9) where elevated levels of PCBs and petroleum impacted soil were found.
- Excavate approximately 14,800 cubic yards of soil, including removal of all impacted soil in close proximity to Puget Sound and areas with the highest contaminant concentrations.
- Dispose of all contaminated soil excavated at the site at permitted disposal facilities.
- Install an engineered cap/barrier on remaining soils containing concentrations of hazardous substances above cleanup levels.
- Backfill excavated areas with clean imported fill materials, compact soils and re-vegetate the affected area if necessary.
- Clean out the existing stormwater system and modify, as needed, in areas with new paved surfaces.
- Implement an environmental covenant and five-year periodic reviews by Ecology.
- Install asphalt paving in excavated areas between the marina and the Lease Area and near the bulkhead to restore surface conditions.

This upland cleanup action is estimated to remove approximately 98% of indicator hazardous substance mass from the site.

Proposed Marine Sediment Cleanup Action Activities:

- Demolish marine railway and dispose of debris.
- Dredge all marine sediment adjacent to the property that exceeds the cleanup levels.
 - Remove sediments beneath the marine railway.
 - Remove docks and piers to access sediment for clamshell dredging.
 - Use clamshell dredge and shore-based equipment to remove near-shore sediment against and between bulkheads, as exposed during low tide conditions.
 - Use hydraulic dredging as necessary to remove sediment from inaccessible areas.
- Replace sediment removed from between the bulkheads with clean fill to stabilize the bulkheads.
- Dispose of dredged sediment in open-water (as approved), or where necessary, dewater sediment on a small barge, then transfer for off-site disposal at an approved disposal facility.
- Manage decant water accumulated from sediment dewatering, filtering and treating as required prior to discharge to local sanitary sewer system.

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

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 upland project site is located at 1016 14th Street in Everett, Snohomish County, Washington. The marine project site is located adjacent to the upland project site in the northwest portion of the North Marina which is part of Port Gardner Bay. Vicinity map and site plans are provided on Sheets 1 through 2.

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

The 4-acre upland site is flat and sparsely vegetated with grasses.

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

The site is flat; the steepest slope is approximately 3% near the northwest corner of the site where the marine railway enters the Marina.

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.

Upland soils at the project site consist of mostly gravel, sands and silt, mixed with wood debris deposited on top of native marine/estuarine sediments. Upland soils are dredged marine sediments deposited as hydraulic fill material behind the current bulkhead during the site's historic development. Detailed soil sampling and characterization was conducted as part of the Remedial Investigation for the proposed cleanup action. Metals, diesel- and gasoline-range petroleum hydrocarbons, carcinogenic polynuclear aromatic hydrocarbons (cPAHs), and polychlorinated biphenyls (PCBs) have been found in the soil at the site above MTCA cleanup levels. These contaminated soils have been identified for remediation as part of the cleanup action.

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

The project area has high liquefaction susceptibility, as depicted on the liquefaction susceptibility map for Snohomish County, prepared in 2004 by Washington State Department of Natural (available online: http://www.everettwa.org/Get_PDF.aspx?pdfID=273).

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

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

The upland excavated areas would be backfilled and compacted as part of site restoration. It is anticipated that approximately 15,000 cubic yards of fill soil would be imported. The source of fill has not been identified, and would be determined during the engineering design phase of work prior to beginning construction. The engineering design will include the final grade plan, which is expected to restore upland site conditions to be similar to those currently existing.

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

Erosion could occur as a result of excavation, particularly if rainfall or sheetflow occurs at the site. Best Management Practices (BMPs) would be implemented during construction work (as described in section 1.h of this checklist) to mitigate the risk of site erosion.

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

Less than 5% of the completed project would be covered with impervious surfaces. All other project areas would be re-seeded. Overall, the percent impervious surface at the project site would decrease following construction, as two buildings would be demolished, approximately 42,500 square feet of asphalt pavement would be removed, and boat skids and their foundations would be removed from the site. Only 6,500 square feet of asphalt would be replaced.

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

Contractors would be required to implement BMPs for erosion control during active construction and excavation consistent with the State Department of Ecology Stormwater Management Manual for Western Washington. These may include covering of stockpiles and preventing soils from entering storm drains through the use of fabric filter fences, straw bales, interceptor swales, check dams and/or similar measures.

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.

Dust, automobile and heavy equipment emissions during construction. When the project is completed, no air emissions are expected. Contaminated soils or sediment may exhibit some odor.

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

None known.

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

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

Dust suppression measures would be taken during excavation, loading and trucking activities. During dry and/or windy conditions, water or other dust suppressant may be sprayed on the excavation area or soil stockpiles to reduce fugitive dust mobility. Use of wheel washes at site egress locations would reduce dust tracking by trucks and other equipment moving off the project site. Whenever possible, soil stockpiles would be covered to reduce airborne transport of dust.

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.**

Port Gardner Bay and The Port of Everett's North Marina is immediately adjacent to the upland portion of the site. The Snohomish River flows from north to south and discharges into Port Gardner Bay, just west of the Marina. Marine sediment removal would take place in the Port of Everett Marina.

- 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. Some upland excavation work would take place within 200 feet of the marina. Marine sediment dredging would take place in the marina.

- 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.**

Approximately 4,800 cubic yards of marine sediment are anticipated to be removed during dredging operations. Up to 700 cubic yards of fill material may be imported and placed between the two bulkheads to replace dredged sediment and restore stability. The source of fill material will be determined during the engineering design process.

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

No.

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

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

The upland portion lies outside the 500-year (unshaded Zone X) floodplain. The marine portion lies within a 100-year floodplain (Zone AE with base flood elevation of 8 feet). Floodplain and flood hazard information was obtained from the Snohomish County Flood Insurance Rate Map panel 1030F, acquired from the FEMA Flood Map Store (www.msc.fema.gov).

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.

No.

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 may need to be withdrawn at several excavation areas to accommodate safe excavation and reduce slumping. Estimated quantities of dewatering have not been calculated. It is anticipated that work would be timed (seasonally or based on tidal cycle) to minimize the need for dewatering.

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.

Not applicable.

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.

Stormwater runoff may accumulate in excavations. Water in excavations would be pumped out (dewatering) as needed and placed in tanks or vacuum trucks and transported off-site to a permitted disposal facility. Currently several storm drains intercept runoff and transfer it to outfalls located along the bulkhead west of the site.

Runoff within the project areas would be contained on-site in excavations and managed appropriately. Special precautions would be taken at the marine railway to control runoff to the marina and best management practices (BMPs) developed to minimize impacts to water quality to catch basins outside the project areas. BMPs would be developed in the future as part of the construction specifications and construction stormwater management plan.

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

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

Waste materials could enter ground or surface waters, however measures would be taken (described below) to reduce occurrence and impacts.

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

A silt curtain would be used during marine sediment dredging activities to control water quality impacts to surface water. Additionally, during dredging activities, surface water quality monitoring would occur in an effort to comply with surface water quality standards and permitting requirements.

Runoff within the project areas would be contained on-site in excavations and managed appropriately. Special precautions would be taken at the marine railway to control runoff to the marina and best management practices (BMPs) developed to minimize impacts to water quality to catch basins outside the project areas. BMPs would be developed in the future as part of the construction specifications and construction stormwater management plan.

4. Plants

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

_____ deciduous tree: alder, maple, aspen, other

_____ evergreen tree: fir, cedar, pine, other

_____ shrubs

_____ grass

_____ pasture

_____ crop or grain

_____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

_____ water plants: eelgrass,

_____ other types of vegetation

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

All upland vegetation would be removed during excavation activities. The unpaved excavated area would be re-vegetated as necessary following backfill and compaction.

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

None known.

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

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

The upland portion would be reseeded with grass following backfill and compaction of excavations.

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, eagle, songbirds, other: sea gulls, bald eagles
- **mammals:** deer, bear, elk, beaver, other: seals
- **fish:** bass, salmon, trout, herring, shellfish, other: herring, surf smelt, shiner perch, rockfish, green sturgeon, eulachon, Chinook salmon, Coho salmon, Chum salmon, pink salmon, bull trout, steelhead trout, cutthroat trout

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

Green sturgeon, Bull trout, Chinook salmon, steelhead trout, eulachon, rockfish (canary/yelloweye) utilize the estuary adjacent to the site. Stellar sea lions and Southern Resident Killer Whales are known to be present in northern Puget Sound.

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

This site is located in the Snohomish River estuary and is on the migration route for many salmonid species (listed above) that utilize the near-shore area for foraging and staging area for spawning migrations up the Snohomish and juvenile out-migrations out of the Snohomish river.

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

Marine activities would be scheduled during in-water work window in Summer 2013. Silt curtains and other BMPs would be used during dredging work to isolate and contain sediments.

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.

The completed project would have no energy needs as no structures will be on the property and the proposed project does not include re-use of the site. Upon project completion, the site will be a vacant lot awaiting potential future development. Cleanup activities (construction) would require use of equipment fueled by gasoline and diesel. Temporary trailer(s), if needed for staff, would use electricity.

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

No.

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

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:

None.

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.**

Yes, very low levels of hazards would remain following completion of the project due to residual soil contamination. These hazards would be addressed through institutional controls and a soil/groundwater management plan. During project construction, hazardous materials (namely contaminated soil and marine sediment) would be removed from the project site to reduce the risk of exposure. Risk of fire and explosion is very low during and following project construction, and would be similar to current conditions.

1) Describe special emergency services that might be required.

While spills are unlikely, contractors and parties working on project construction will be trained on appropriate health and safety practices and a site manager will be responsible for contacting the appropriate authorities in the event of release of a reportable quantity.

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

The construction project proposed is intended to reduce and control environmental health hazards from current conditions. Following construction, institutional controls and long-term monitoring will be implemented to monitor site conditions.

b. Noise

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

No existing sources of noise would affect this 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 noise generated during project construction may include the following:

- Truck and personal vehicle traffic
- Back-up alarms

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

- Construction equipment

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

Noise emanating from marine-oriented construction sites is exempt from the City of Everett's Noise Control ordinance except between the hours of ten p.m. and seven a.m. on weekdays and weekends (EMC 20.08.100(b)(4)). To minimize impacts, construction activities would be restricted to between the hours of seven a.m. and ten p.m. on weekdays and weekends. Noise impacts would also be minimized by maintaining trucks and construction equipment to ensure mufflers are installed and backup signals are no louder than absolutely necessary to maintain worker and site safety.

8. Land and shoreline use

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

The site is not currently occupied by a tenant and all buildings are vacant. To the north, Harbor Marine operates a marine hardware store, supplying paint, tools, and replacement parts for marine craft maintenance. To the south, one building is leased to a tenant for storage and distribution of woodworking – specifically doors and windows. To the south was an old Scuttlebutt Brewery building, a beer brewery and restaurant.

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

No. The site was originally backfilled with dredged material. The site is a former marshland hydraulically filled with marine sediment after the bulkhead was constructed.

c. Describe any structures on the site.

Currently several structures are present at the site:

- Buildings 7 and 9 (both slated for demolition, as described below) are tilt-up concrete and/or corrugated metal sheds with slab-on-grade construction
- The Everett Engineering Machine Shop is slab-on-grade construction with a combination of wood and possibly metal framing
- The Boat Shed is slab-on-grade with metal framing and corrugated metal siding and roof
- The Office is a wood framed modular structure constructed on piers and elevated less than 2' above grade
- The Wood Shop is a wood framed building constructed on piers and elevated less than 2' above grade
- The Weld Shop is slab-on-grade with both concrete and asphalt slabs, constructed of tilt-up concrete and metal siding.
- Two covered storage structures are present at the site – one open, the other closed
- The marine railway is set in reinforced concrete

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

- Numerous wooden boat skids are present at the site. The wooden blocks are set on concrete foundations.

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

- Buildings 7 and 9 would be demolished to allow access to contaminated soils beneath the buildings.
- The rest of buildings – office, boat shed, weld shop, wood shop, Everett Engineering Machine shop, and Former Fish Processing/Storage will also be demolished prior to the beginning of major upland remedial construction per the Port's latest information.
- The marine railway would be demolished prior to excavation (both upland and marine portions of the system)
- All wooden skids and their concrete foundations would be removed and demolished prior to excavation.

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

The site is currently zoned "Waterfront Commercial" ("W-C") within the "Shoreline Overlay Zone."

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

Per the City of Everett's Growth Management Comprehensive Plan Land Use Map, the site is designated "Waterfront Commercial."

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

The current shoreline master program designation of the portion of the site immediately adjacent to the water (particularly along the bulkhead and marine sediment remediation areas) is Urban Maritime.

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

No parts of the site have been classified as environmentally sensitive areas.

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

No people would work or reside in the completed project.

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

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

No people would be displaced as a result of the completed project.

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

Not applicable.

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

The site would be restored to approximately level grade with compacted soils to be compatible with future land use or redevelopment. The stormwater system would be modified as needed to manage runoff.

9. Housing

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

None.

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

None.

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

Not applicable.

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?

Not applicable.

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

Not applicable.

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

Not applicable.

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

11. Light and glare

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

None.

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

No.

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

None.

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

Not applicable.

12. Recreation

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

The adjacent marina, west of the site, provides moorage for personal and commercial water craft. A public travel-lift (boat haul-out) is located immediately adjacent to the north-northwest of the site. Permit-only parking is present along Montague Street (between the site leasehold boundary and the marina). A public multi-use trail runs along the west side of Marine View Drive, immediately adjacent to the east side of the site.

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

No. Some recreational uses would be temporarily displaced during the remedial action. Temporarily some floating docks may be unavailable for public access during marine dredging activities. Access to and use of the public travel-lift may be limited during the period upland excavation near the bulkhead is taking place, as well as during some marine sediment dredging. These displacements would be temporary and would end following construction. Portions of the multi-use trail may be barricaded or temporarily re-routed on weekdays during building demolition and during periods of increased truck traffic on and off 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:

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

Scheduled disturbances to recreational facilities would be coordinated with the Port of Everett to allow for adequate notification of affected parties. Where possible these disturbances would be scheduled to affect the smallest number of boats/people/docks as possible in the time allocated, and work may be staggered to help accommodate this goal. Several floating docks would be temporarily removed to allow access for dredging, but would be replaced. Following excavation and regrading, the upland area would be re-vegetated as necessary and better views of the waterfront and marina will exist from the multi-use trail and Marine View Drive.

13. Historic and cultural preservation

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

No. Buildings on the site were evaluated for listing in the National Register of Historic Places and were considered to be ineligible as described in the Draft Cultural Resources Inventory Report for the site prepared by URS and dated June 2011.

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

As described in the Draft Cultural Resources Inventory Report, the site would have been used by ancestral Snohomish and other tribal groups throughout the pre-contact period and into the ethnohistoric period, as the Snohomish River, Port Gardner Bay, and Preston Point were important as village and resource acquisition areas. However, the site was an inundated landform for thousands of years until the 1940s, when marine alluvium was hydraulically placed to create the site. Prior to this, the shoreline was located in the vicinity of West Marine View Drive.

Marine shorelines have the potential to contain buried pre-contact period archaeological resources, and hydraulically placed fill may have capped any such resources that may have existed along the shoreline before its inundation about 4,000 years ago. Potential pre-contact period sites would therefore be expected to be deeply buried beneath the existing hydraulic fill and within marine sediments, or may also be present as secondary deposits within the fill.

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

Although clean-up activities associated with this proposed project are not projected to exceed the depth of marine fill at the site, archaeological monitoring is recommended. Interpretations derived from geotechnical borings are limited and cannot capture the full extent of subsurface soil conditions. Significant archaeological resources have been encountered within similar industrialized shoreline settings surrounded by deep fill deposits, and archaeological deposits could still be preserved beneath the fill at the site given that Snohomish River sediments historically accumulate in this area.

A qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) for archaeology should be present to monitor major ground-

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

disturbing activities at the site (i.e., excavation and removal of contaminated fill). Spot or periodic monitoring of upland sediments may be appropriate, depending upon the specific construction methods used and observations made during initial monitoring by the professional archaeologist. Monitoring of the in-water marine sediment cleanup activities, however, is not recommended since the marina area is routinely dredged (e.g., Port of Everett 2001) and the existing contaminated sediments are most likely modern in origin. Prior to construction, a Monitoring and Inadvertent Discovery Plan should be drafted and approved by reviewing agencies and Tribe(s).

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 is bounded generally to the north by 14th Street, to the east by West Marine View Drive, to the south by the approximate alignment of 15th Street, and to the west by Montague Street. The site would be primarily accessed from the north the by 14th or 13th Streets. Some vehicles may access the site from the south, via 15th Street.

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

Yes. The nearest Everett Transit bus stop (ET Route 5) is located at West Marine View Drive and 13th Street, approximately 1 block north of the site. The north bound stop is located on 13th Street, and southbound on 10th Street at West Marine View Drive. Bus service runs every 45 minutes to an hour, Monday through Friday from 5:45 am until 7:20 pm.

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

An estimated twelve parking spaces would be temporarily provided within the site boundary, during construction activities. There are no proposed changes to existing parking and no parking spaces would be eliminated. Parking spaces on Montague Street may be temporarily eliminated during excavation and dredging activities adjacent to the bulkhead; these spaces would be restored as part of the final site restoration.

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).

Yes. Montague Street would be improved with new paving and sealant in the areas affected by excavation.

A construction haul road within the site would be necessary to provide a route for trucks entering and exiting the project site. There would be a truck loading area located near the shoreline in order to stockpile and load dredged materials and excavated soils. The proposed haul road location would

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

be determined at a later date. The haul road would be temporary in nature, and would incorporate construction of a wheel wash prior to the egress from the site.

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

Yes. The project area is adjacent to the northeastern most part of the marina, and a BNSF rail line is located east of the site, on the east site of West Marine View Drive.

The northeastern most part of the marina, used for recreational and commercial boating, would be occupied during marine dredging operations. Rail transportation may be used to export excavated soil to an appropriate landfill for final disposal. Rail access would take place at a transfer station designated by the waste disposal facility.

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

An average of approximately 64 trips per day are estimated for the duration of the construction phase (approximately 5 months) of the project – 32 trips into the site, and 32 trips out of the site. These trips include haul trucks, site workers, vendors and anticipated project visitors. Peak volumes of approximately 120 trips per day would likely occur on working days Monday through Friday during peak offsite disposal activities over a 5 week duration. Vehicular trip scheduling would be determined during the engineering design period prior to beginning construction.

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

A traffic control plan would be initiated, including use of signage and flagmen, as appropriate to control transportation impacts.

15. Public services

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

No.

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

Not applicable.

16. Utilities

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

SEPA CHECKLIST FOR EVERETT SHIPYARD CLEANUP ACTION
COMPLETED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY
November 2011

Other utilities include storm drainage.

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 new utilities are proposed for the project. Natural gas, telephone, electric, water, sanitary sewer, and storm drains would be decommissioned as needed to accommodate the proposed remedial action. Storm drains would be re-installed/modified as needed to allow for proper site drainage. Owners of affected utilities would be contacted prior to beginning proposed building demolition and excavation activities.

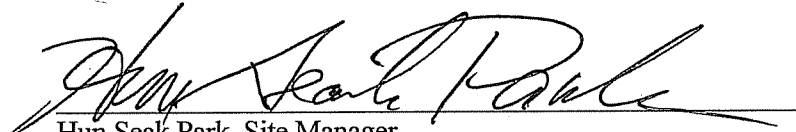
Utility	Utility Owner
Electric	Snohomish PUD #1
Natural Gas	Puget Sound Energy
Telephone	Verizon
Water, Sewer, Storm Drain	City of Everett

Treated decant water from dewatered sediments is proposed to be discharged to sanitary sewer, pending approval.

C. SIGNATURE

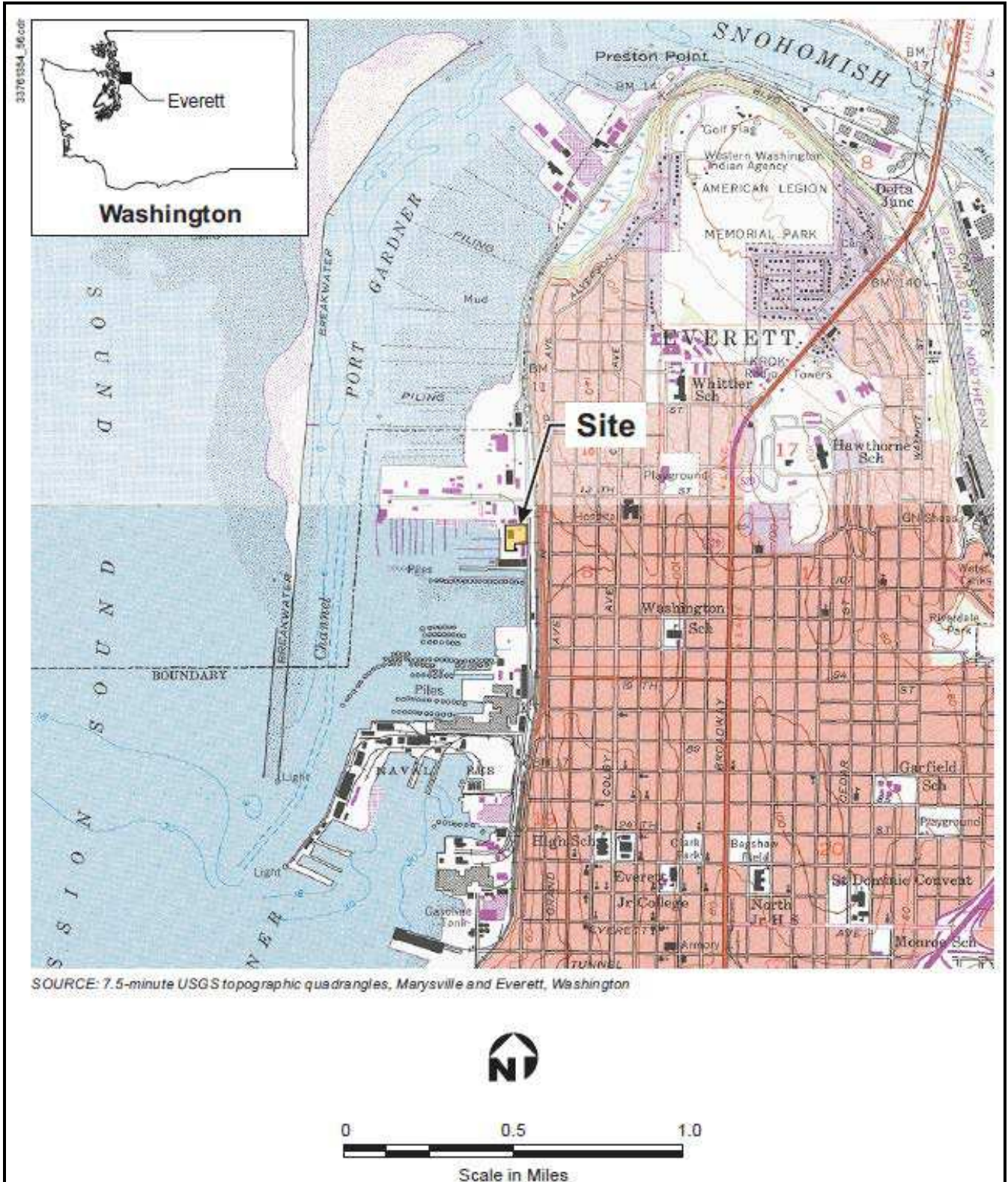
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:

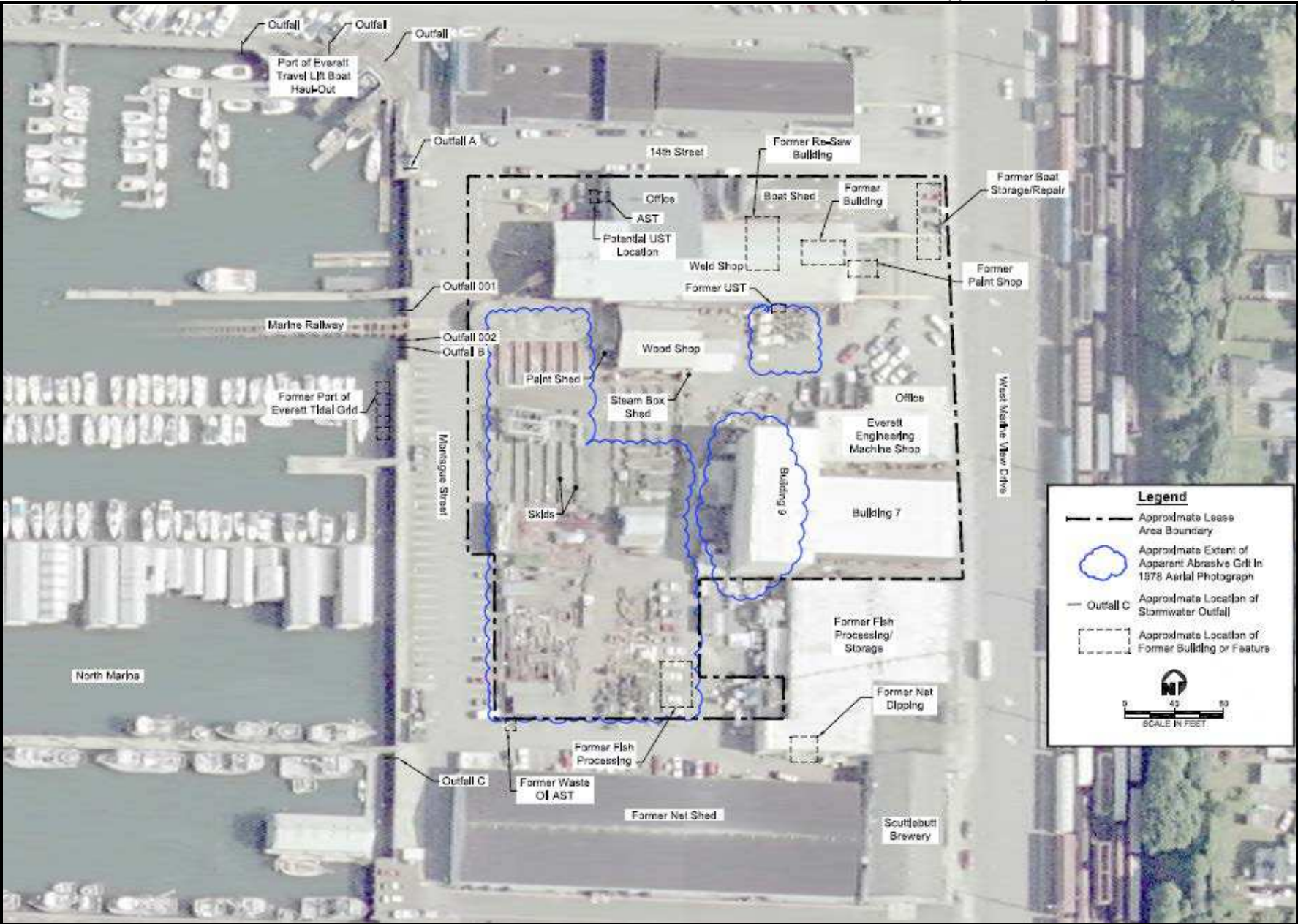


Hun Seak Park, Site Manager
Washington State Department of Ecology

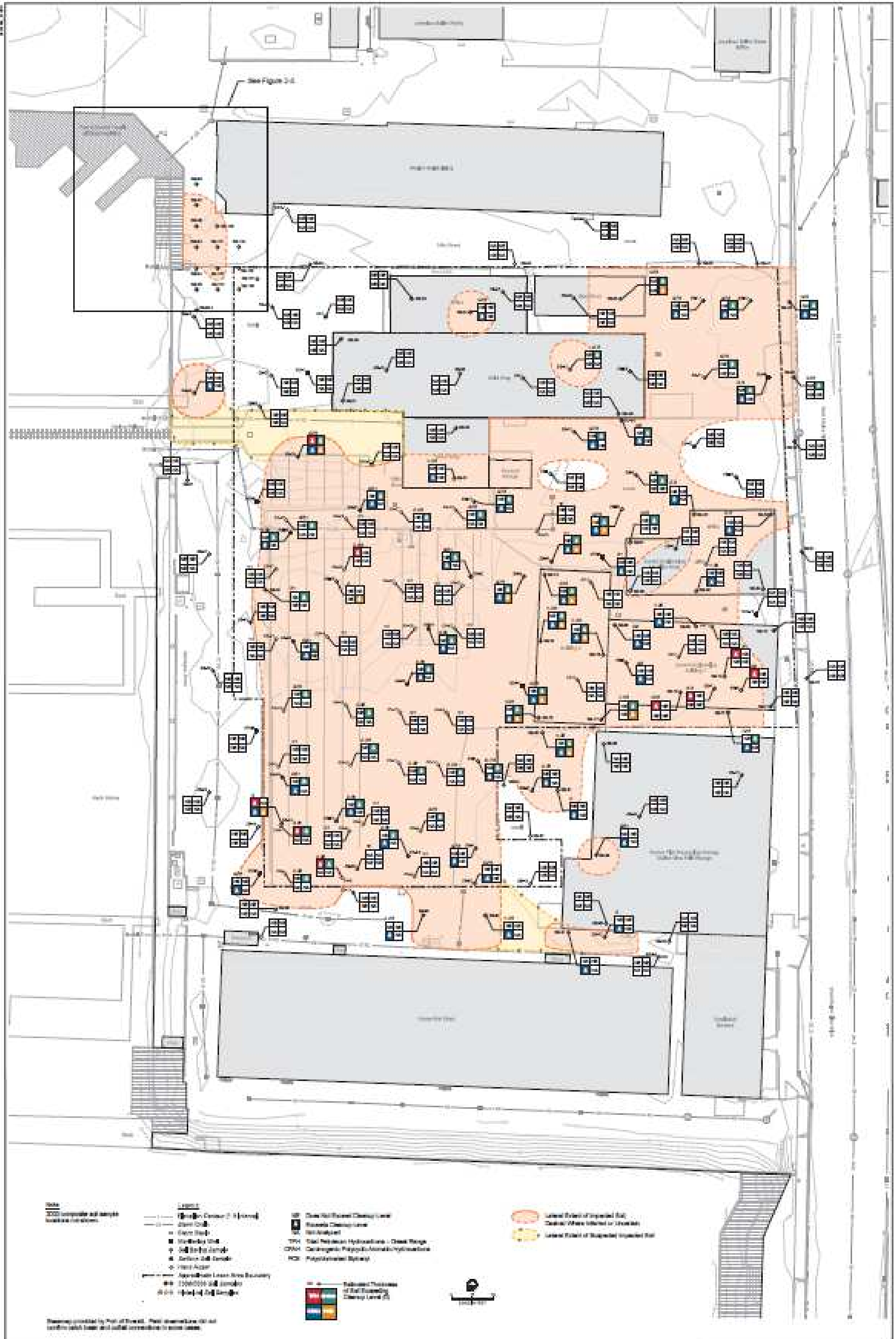
Date Submitted: November 1st, 2011



Sheet 1 Site Vicinity Map



Sheet 2 Site Plan



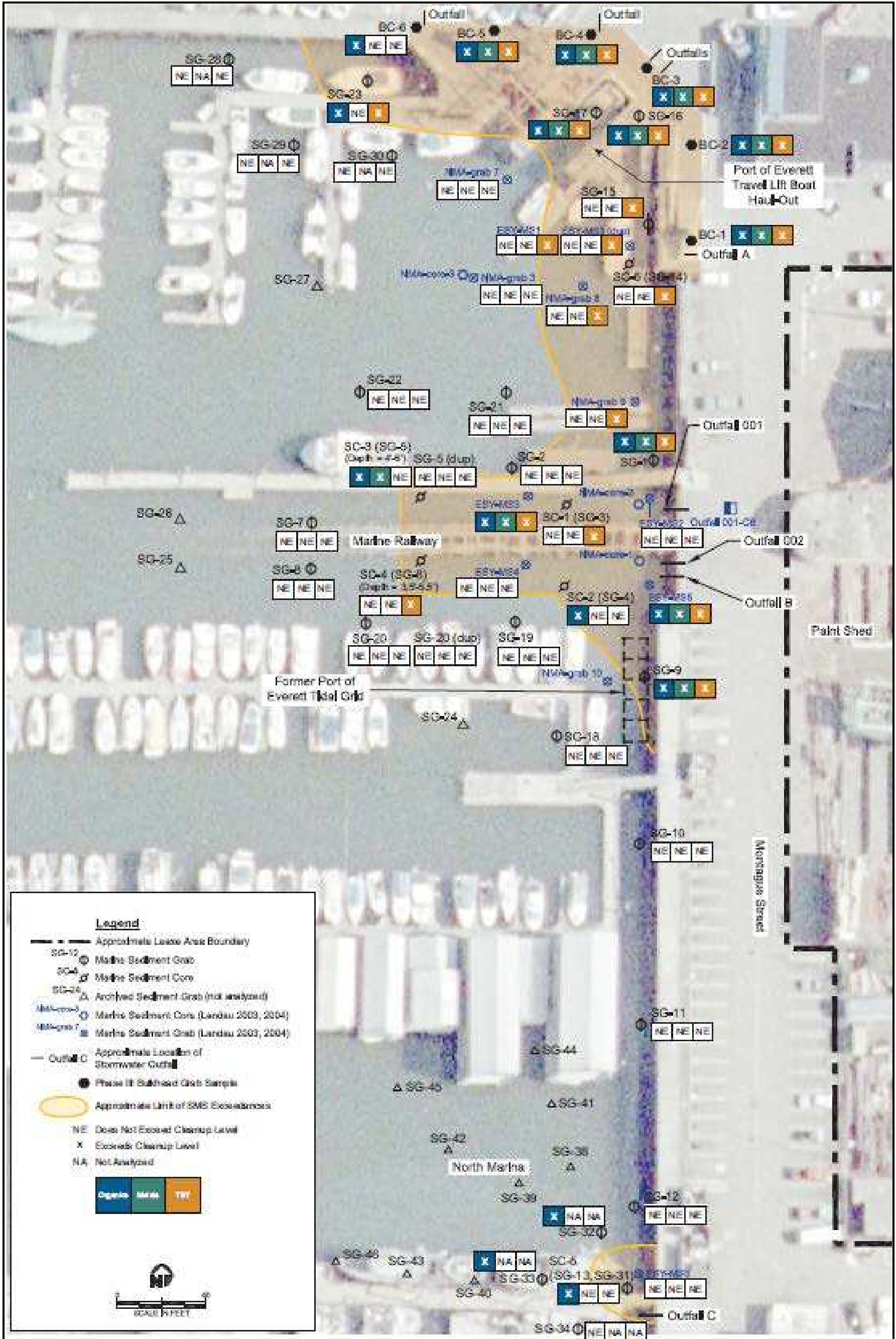
¹Sheet 3-1 Soil Samples Exceeding Cleanup Levels

¹ Source: Figure 2-2 of draft Cleanup Action Plan



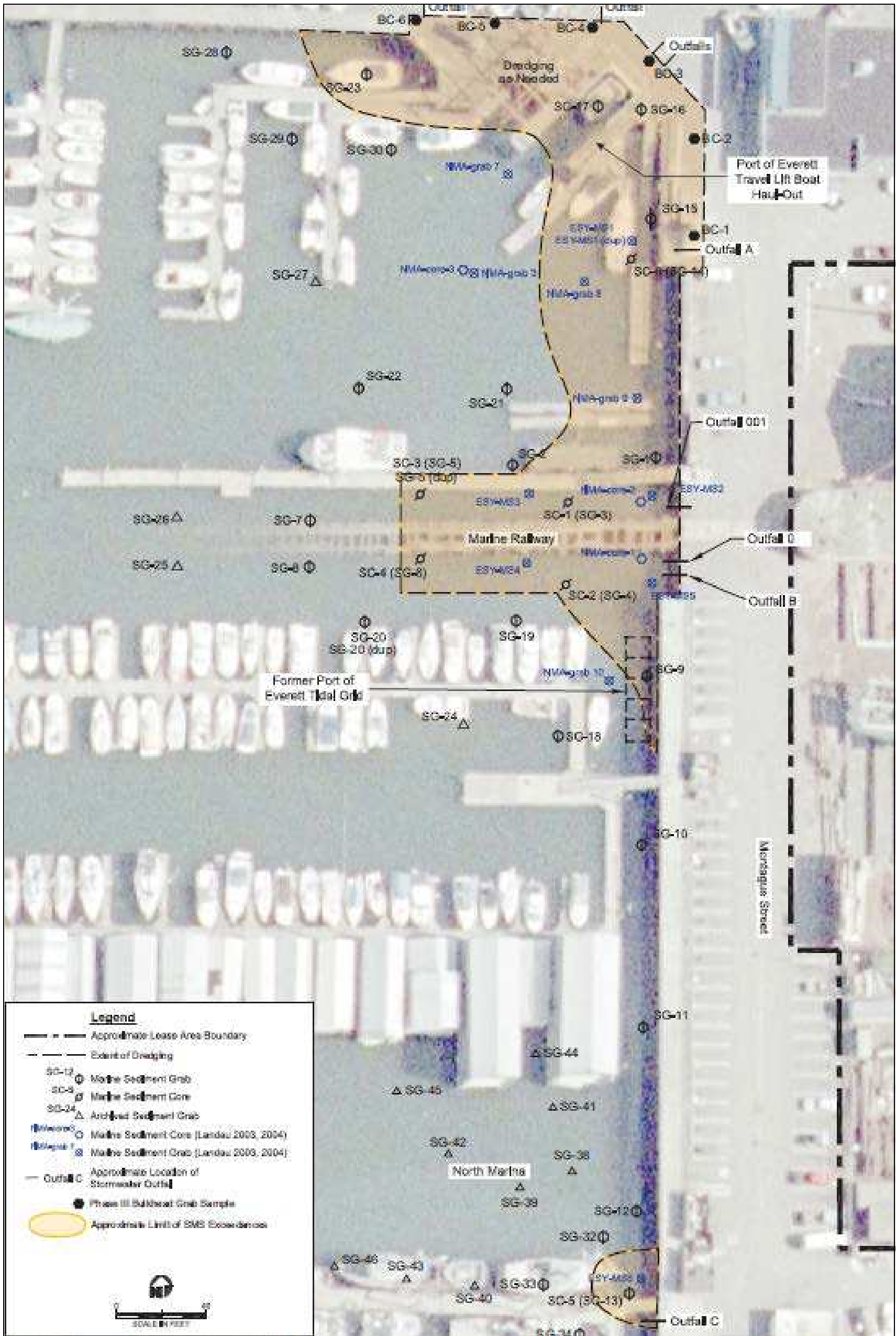
²Sheet 3-2 Upland Alternative4 (Proposed Upland Cleanup Area)

² Source: Figure 4-1 of draft Cleanup Action Plan



³Sheet 4-1. Area of SMS Exceedance

³ Source: Figure 2-5 of draft Cleanup Action Plan



⁴Sheet 4-2 Marine Sediment Alternative 2- Mass Dredging (Proposed in-water Cleanup Area)

⁴ Source: Figure 4-3 of draft Cleanup Action Plan