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Addendum to MDNS Port of Anacortes Former Scott Paper Mill Cleanup Action

The Port of Anacortes has prepared this document to addend the Mitigated Determination of Nonsignificance (MDNS) for the Former Scott Paper Mill Cleanup project. This addendum was prepared under the authority provided in WAC 197-11-600(4)(c) and conforms to the procedures for preparing an addendum in WAC 197-11-625. The MDNS was issued by the Port on January 30, 2009.

This addendum provides additional information regarding mitigation measures and restoration actions related to potential project impacts. In response to public and agency comments and based on additional design work and environmental analysis, the Port proposes to provide additional mitigation and restoration measures as described below. These proposals are intended to further mitigate project impacts or provide restoration of natural resource areas, and therefore do not substantially change the analysis of impacts in the existing environmental documents for this project (WAC 197-11-706).

Improvements to Dredged Material Handling at Pier 2

In order to mitigate for potential impacts to water quality, traffic, and environmental health, the Port proposes to improve an existing permitted solid waste handling facility at Pier 2. This site will be used for storage and sorting of dredged materials from the Scott site marine area. The existing facility includes a paved area used for temporary containment, drainage, characterization, and storage of dredged materials. Stormwater and water that drains from dredged material is currently collected and managed at the site via a system of holding tanks, settling ponds, and treatment via discharge to the municipal sanitary sewer. Rocks and wood waste materials will be sorted, and recycled or disposed of in accordance with applicable regulations. In order to reduce handling of dredged materials and to minimize potential project-related transport of dredged materials via truck over public surface streets, the Port proposes to use marine barges to transport as much of the dredged sediments as possible directly from the Scott site to Pier 2.

The Port proposes the following improvements as mitigation measures:

- Installation of temporary steel and vinyl walled cover tents over the storage and sorting operation. The tents will be approximately 85 feet wide, 140 feet long, and 36 feet high; and 85 feet wide, 265 feet long and 36 feet high.

- Installation of air filters on the cover tent to reduce dust and odor impacts to adjoining land uses.

Installation of the temporary tents will provide containment of the sorting area. The structure will reduce visual, noise and odor impacts of the operation. In addition, the impervious cover will reduce stormwater production and consequent water quality impacts by reducing the amount of time the dredged material is exposed to precipitation, and will improve the containment and management of dewatering of dredged materials. Use of barges to transport dredged material from the project site to the Pier 2 sorting area will result in fewer potential impacts due to traffic, noise, dust, and environmental health than the alternative, which would be to haul the materials via truck on “Q” Avenue.

Excavated upland soils will be removed directly from the Scott site via truck, and disposed of within a permitted facility in accordance with applicable regulations. The esplanade extension on MJB property is no longer an element of the current proposal. As described in the MDNS, the Port proposes to mitigate for potential project-related truck traffic impacts by placement of a pavement overlay on “Q” and “R” Avenues from 17th Street to Seafarers’ Way at the conclusion of the project.

The Port proposes to install four additional piles to serve as navigation aids with signage warning boaters to keep out of the nearshore area. The additional piles would be located in the approximate location of the existing timber pile breakwater adjacent to Cap Sante Boat Haven. The piles would be 16-inch diameter steel piles and would be installed with a vibratory hammer.

In order to provide additional mitigation of potential aquatic habitat impacts, the Port also proposes to:

- Reduce the footprint of the wave attenuators by increasing the waterward slopes;
- modify the south end of the southern breakwater to further facilitate fish passage;
- reconfigure the proposed dock structure to minimize aquatic impacts; and,
- modify the shoreline capping substrate layout to improve habitat conditions.

Addition of Natural Resource Damage Restoration Elements

The Port proposes an eelgrass restoration action as an element of the natural resource damages restoration (NRD, an element of the MTCA consent decree) for the site. The eelgrass restoration action entails the placement of fine material east of the wave attenuators, which would provide approximately 4 acres of substrate suitable for the establishment of eelgrass. The existing depths in this area range from approximately -6 feet MLLW to -9 feet MLLW. The area is typically devoid of eelgrass but scattered shoots may be present at its western edge. Approximately 21,000 cubic yards of clean fill material would be placed to bring the area up to approximately -6 feet MLLW. Eelgrass would be planted after placement of the substrate.

Summary

In addition to mitigation measures already identified in the MDNS, the following mitigation measures and restoration measures are now proposed:

- Installation of temporary structures to cover the dredged material sorting area at Pier 2;
- Installation of air filters over the sorting area to reduce dust and odor impacts;
- Placement of pavement overlay on “Q” and “R” Avenues at project completion;
- Placement of fine fill material and eelgrass plantings as a natural resource damage restoration action;
- Modifications to project elements to further reduce potential fish habitat impacts.

Date: June 22, 2009