



STATE ENVIRONMENTAL POLICY ACT (SEPA) CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Former Scott Paper Mill Site Cleanup Action

2. Name of applicant:

Port of Anacortes

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

Bob Elsner
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Port of Anacortes
P.O. Box 297
Anacortes, WA 98221
(360) 299-1822

4. Date checklist prepared:

January 28, 2009

5. Agency requesting checklist:

Port of Anacortes

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

Pending permit approvals, construction of the project is anticipated to begin in the summer of 2009 and last approximately two years to completion.

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

No.

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

- Historic Research Associates, Inc. 2008. Cultural Resources Assessment of the Former Scott Paper Mill Site, Anacortes, Skagit County, Washington. Port of Anacortes, December 2008.
- Port of Anacortes, 2008. Determination of Nonsignificance and Environmental Checklist for Port of Anacortes Comprehensive Plan. September 11, 2008



- Washington Department of Ecology, 2008. Remedial Investigation and Feasibility Study. Port Uplands Area, MJB North Area, and Marine Area, Former Scott Paper Company Mill Site, Anacortes, WA. August 14, 2008
- Grette Associates, 2009. Biological Evaluation for Former Scott Paper Mill Cleanup Action, Port of Anacortes, February 2009, in preparation.

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.

The proposed action is adjacent to the site of the proposed Anacortes Marine Technology Building, on Port of Anacortes Parcel 1. The facility will consist of a new single story 15,130 square foot educational building with classrooms, labs, assembly area, administrative offices, storage building, and associated parking. Two small areas within the boundary of the lease area for the proposed Marine Technology Building have been identified for soil remediation due to elevated levels of metals. Targeted removal of these soils would be completed prior to development and completion of the building and adjacent parking area.

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 will be conducted as a remedial 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 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; Ecology NPDES Stormwater Permit for Construction Activities; Washington Department of Fish & Wildlife Hydraulic Project Approval; and City of Anacortes Shoreline Substantial Development, building and construction permits, including demolition, grading, and drainage approvals.

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 lies within the former Scott Paper Company Mill site, a former industrial facility that is now a MTCA cleanup site. The Port of Anacortes previously entered into a Consent Decree with the Washington State Department of Ecology (Ecology) to investigate and develop a cleanup action plan for the northern portion of the site. In cooperation with Kimberly Clark Corporation and MJB Properties, the Port is working with Ecology to remediate the historical contamination at the site resulting from former mill operations. A Remedial Investigation/Feasibility Study that delineated the nature and extent of contamination at the site, including soil at Parcel 1, has been approved by Ecology, and a cleanup action plan is being developed for the entire site. Currently the Port, Kimberly-Clark Corporation, and MJB Properties plan to enter into a new Consent Decree for the final site remediation and begin cleanup actions on some upland portions of the site in the summer of 2009.



The project includes demolition and replacement of some existing structures, marine area cleanup actions, upland area cleanup actions, marine area mitigation, shoreline public access/access mitigation, and traffic mitigation measures necessary to implement the cleanup action, and natural resource damage restoration elements as appropriate. The marine area, upland area, and "shoreline cleanup zone" are delineated on Sheet 2. Note that the "shoreline cleanup zone" is an area within 75 feet of MHHW identified in the MTCA Cleanup Action Plan, and indicates the interface between the upland and marine areas of the site. This zone should not be confused with the 200 foot shoreline jurisdiction, critical areas designation, or with other defined regulatory designations.

1. Marine Area Cleanup:

- **Demolition:** Demolish an existing small craft launch facility adjacent to the shoreline, including approximately 12 foot by 200 foot dock/pier and approximately 10 timber piles; remove or cut off at the mudline approximately 600 timber piles within the marine area; and remove rip rap placed along the Port shoreline during a previous MTCA interim remedial action. See Sheet 4. Demolish the existing timber breakwater (approximately 430 piles), after construction of new rock wave attenuators (see description below).
- **Cleanup dredging:** Dredge approximately 55,000 cubic yards (cy) of sediment and wood debris to remove contaminated material across the entire marine area of the Site. See Sheet 5. The disposal of dredged material will be handled by one of the following three methods: 1) Sediment will be offloaded and transported to an approved off-site location for beneficial reuse (e.g., for use in regional topsoil products), and/or 2) sediment will be transported by barge and disposed of at a suitable open-water disposal site such as the Port Gardner non-dispersive Dredge Material Management Program (DMMP) disposal site after larger wood and debris greater than 2 feet in any dimension is removed, and 3) to the extent neither of the above options is determined to be practicable, sediment will be offloaded, transported, and disposed of at an approved upland landfill.
- **Construct rock wave attenuation structures:** Two wave attenuation structures to reduce wave energy and erosion will be constructed along the shoreline of the upland area. The wave attenuators will be comprised of several types of stone, including an outer armor layer sized to resist wave impacts during extreme storm events and an inner bedding layer that is composed of smaller rock to support the outer armor layer. See Sheet 7. The purpose of the rock attenuator is to reduce wave energy along the Seafarers' Park shoreline to preclude shoreline erosion, minimize the size of cap material, and provide conditions for development of eelgrass and other appropriate types of aquatic habitat. Two lighted navigational aids and four day markers will be placed as shown on Sheet 7 to assist approaching boaters. An extension to the existing fuel float, with dimensions of 18 feet wide by 135 feet long, will be constructed west of the new northern wave attenuator. Six 24-inch steel pipe piles will support the new float extension. See Sheets 7 and 16.
- **Restore grades and place sediment cap:** Place marine and shoreline cap material across the areas of dredging and shoreline excavation to restore original grades. See Sheet 6. Source materials for subsurface and intertidal capping may include the beneficial reuse of clean dredged sediments obtained through maintenance dredging of the Swinomish Federal Navigation Channel or the Port's Curtis Wharf. The capping layer will consist of an approximately 2.75 foot thick graded mix of material ranging in



size from sand to cobble. The material gradation and cap thickness are designed so that the cap will maintain a minimum thickness of 2 feet during the (extreme wave environment of the) design wind storm (50 year recurrence interval). Placement of this layer will allow wave energy to winnow the cap resulting in surface gradation of materials that is dynamically stable on the site. Four different capping material gradations have been identified to provide the widest range of substrate conditions possible, and to maximize coverage of the marine cleanup areas with fine substrate. Areas of lower elevation (e.g., below -2 feet MLLW) will be provided with substrate sufficient for propagation of eelgrass beds. Eelgrass from adjacent beds will be transplanted to facilitate colonization of a new larger and denser eelgrass bed to mitigate for impacts of the marine area cleanup. See Sheet 8.

- Place shoreline stabilization: Cross sections of shoreline stabilization, sediment cap, and transition areas are shown on Sheets 9 through 13. A block retaining step wall will be installed in the transition areas between the upland area and marine area along the shoreline that requires stabilization and protection due to elevation differences. Protection of the upper intertidal and shoreline capping material also will be required in the marine area not protected by the new wave attenuation structure (along the southern portion of the site, see Sheets 7 and 9) and will consist of a riprap revetment to protect the sediment capping layer.

2. Upland Area cleanup:

- Demolish or move utilities and paved surfaces as necessary: Demolition of the existing Park building is not anticipated, but may be necessary for complete removal of contaminated soil beneath the building. The proposed excavation areas may intercept buried concrete building or equipment foundations that could require removal during excavation activities in order to achieve cleanup objectives. Up to 50 embedded piles from old mill structures that remain within the existing Seafarers' Way roadway will be removed and pavement will be restored to original condition.
- Excavate and remove approximately 33,400 cy of soil from the upland area, including approximately 22,400 cy of contaminated soil and 11,000 cy of clean soils that will be reused for backfill on site. Excavation will be within several individual areas of contaminated soil, as shown on Sheet 2, ranging in depth from 2 feet below ground surface (BGS) to 15 feet BGS. Excavated contaminated soil will be transported off site for disposal at a permitted facility, in accordance with applicable regulations and disposal facility requirements. Soil determined to be both below site-specific soil cleanup levels and suitable for reuse will be stockpiled separately for use on site as backfill.
- Excavate contaminated soil from the shoreline/upland interface: Soil excavation within the "shoreline cleanup zone" (i.e., within 75 feet of the MHHW line) will be limited to a depth of 10 feet BGS. Sheets 9 through 13 present cross sections showing the connection of the shoreline buffer zone soil excavation to the marine area excavation. The total volume of material removed for the cleanup actions within the shoreline buffer zone is approximately 15,100 cy, of which 10,600 cy is assumed to be contaminated, and 4,500 cy is clean soil to be used on site as backfill.



3. Restore grades, construct temporary haul road, improve 17th Street, relocate or replace utilities:

- Restore/finish upland ground surfaces with clean imported fill, recycled clean fill from site excavations, crushed rock surfacing, and pavement where appropriate.
- Construct temporary haul road, improve 17th street: A construction haul road will be necessary to provide an alternate route for trucks entering and exiting the project site (See Sheet 3). The proposed haul road will be an extension of 17th Street from "Q" Avenue east to the shoreline. The haul road east of "R" Avenue will be temporary in nature, constructed from gravel and quarry spalls, with the construction of a wheel wash east of the "R" Avenue intersection. At the completion of the project, final improvements to the section of roadway west of "R" Avenue will be made including the final lift of asphalt to meet City of Anacortes requirements. The 17th Street Right-of-Way (80 feet) from "Q" Avenue to "R" Avenue will be deeded to the City and will incorporate the following improvements and associated utilities/drainage: one 11-foot wide travel lane in each direction; a center left turn lane / two-way left turn lane; curb, gutter, and 8-foot wide sidewalks on each side of the roadway; street lighting, tree pits along the curb, spaced approximately 30 feet on center, and associated storm drainage, landscaping, and irrigation. If feasible, sidewalks will be constructed using pervious cement concrete pavement. Underground utilities, including water, sanitary sewer, telephone, and gas may be extended along 17th Street from "Q" Avenue to "R" Avenue. The existing overhead power may be relocated underground. The existing traffic signal at the intersection of 17th Street and "Q" Avenue will be modified to accommodate the 17th Street extension. At the end of the project, a pavement overlay may be placed over "Q" and "R" Avenues from 17th Street north to Seafarers' Way.
- Restore and/or replace existing utilities in conformance with current City of Anacortes code requirements, including the following actions: Existing utilities, including water, sanitary sewer, and power, will be routed around the excavation areas to maintain utility service during construction. A new sanitary sewer lift station will be installed. The existing utilities will be removed following installation of replaced utilities.

4. Public Access/Access Mitigation:

The following elements will be constructed to replace public access features that must be removed in order to accomplish the remedial action:

- Replace small craft launch facility: The hand boat launching facility will consist of a fixed dock of dimensions 222-feet long by 13-feet wide (21 feet wide at head end) supported by twenty-six 24-inch steel pipe piles, an 11 feet wide by 80 feet long grated aluminum gangway, and three interconnected floats for landing and launching of small boats: a 140 feet long kayak float (12 feet wide) at the base of the gangway, consisting of seven 16 foot long launch floats interconnected with 4-foot grated panels, two kayak side float pods (each 10-feet by 12-feet) and a 24 foot long landing float (20 feet wide). An additional eight 24-inch steel pipe piles will support the gangway, landing float, and kayak floats. Materials will be concrete for fixed pier, concrete for kayak floats, and steel or concrete piles. The gangway and floats will incorporate grating and the fixed pier will be fitted with light reflection panels to minimize shading impacts on nearshore areas. Placement of the pier, gangway, and floats will be within areas with the lowest



potential for eelgrass production within the marine habitat mitigation area. See Sheets 7, 14, and 15.

- Install paved esplanade, small boat launch staging areas, and pedestrian access amenities (e.g., benches, tables, lighting, signage, refuse containers). The esplanade and staging areas will include up to six benches, built in bench seating, up to eight tables with seating, and lighting consisting of up to ten overhead pedestrian light standards, thirty-eight low button lights, and six shielded lighted bollards). Planting areas will include lawn, accent plantings of low shrubs and groundcovers, and shoreline vegetation that will enhance and shade intertidal areas in order to improve final aquatic habitat conditions. See Sheet 17.

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 generally located north of 20th Street, east of "Q" Avenue, south of Cap Sante Boat Haven, in Anacortes, Skagit County, Washington. Sections 18 and 19, Township 35 North, Range 2 East. Fidalgo Bay. Vicinity maps and site plans are presented on Sheets 1 and 2.

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

The approximately 42 acre upland site is flat and vegetated with grasses.

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

The site is flat.

- 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.**

Most of the upland area consists of multiple layers of historic fill that have been deposited on top of native glacial deposits and marine sediments. Upland soils consist mostly of variable gravel, sand, silts and clay, mixed with wood debris, and deposited as fill material at various times during the site's history and prior development. Detailed soil sampling and characterization was conducted as part of the Remedial Investigation for the proposed cleanup action. Metals, diesel- and motor oil-range petroleum hydrocarbons, carcinogenic polynuclear aromatic hydrocarbons (cPAHs), polychlorinated biphenyls (PCBs), and dioxins/furans have been found in soil at the site above Washington State 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.

Portions of the general project area are identified as geologically hazardous on the City of Anacortes' Natural Resource and Critical Areas maps. This designation is due to historic filling in the area, which means the site could be susceptible to liquefaction or subsidence during a major seismic event.

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

For the upland cleanup action, approximately 33,400 cy of soil will be removed. It is estimated that approximately 22,400 cy is contaminated and will be hauled off site. The remained approximately 11,000 cy is clean overburden that must be excavated to access deeper contaminated soils and will be re-used on site. Excavations within the Shoreline Cleanup Zone (i.e. within 75 feet of MHHW) include the removal of approximately 15,100 cy of soils, of which approximately 10,600 has been identified as contaminated and requiring off site disposal, and approximately 4,500 is clean soil that will be used on site as backfill. Approximately 8,000 cubic yards also will be excavated for road construction, utility connections, stormwater drainage and similar infrastructure within the uplands.

Backfilling of excavated areas will be performed to restore existing grades, where required. Grading of the disturbed upland areas of the site will occur after cleanup activities are complete, in order to restore grades at the site and to install landscaping and shoreline public access features, including the esplanade and small boat staging areas.

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

Erosion is not expected due to the focused area and scope of excavation activities and the flat topography of the site.

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

Approximately 52% of the site will be covered by impervious surfaces after project completion. This includes existing structures, and replacement of existing paved areas removed to access contaminated soil, and installation of new sidewalks, parking, street improvements, and the new extended shoreline esplanade.

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

Contractors will be required to implement Best Management Practices (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 prevention of 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.**

Short term air emissions are expected to be limited to diesel and gasoline engine emissions from trucks and other heavy equipment being used for excavation, dredging, backfilling, marine cap placement and construction. After cleanup is complete, air emissions would be generated by vehicles driving to and from the park and adjacent facilities, and heating/cooling of the buildings.

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

No. Sources of emissions in the planning area include refineries, industrial and commercial operations, and vehicle traffic on streets and highways which would not affect the proposed project.

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

None are proposed.

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.**

The proposed remediation project is adjacent to and within Fidalgo Bay, part of north Puget Sound. The Cap Sante Boat Haven is located north of the site.

- 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 project includes demolition and replacement of small boat facilities, marine area cleanup actions, upland area cleanup actions, marine area mitigation, and shoreline public access/access mitigation within 200 feet of Fidalgo Bay.

- 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.**

The *approximate* total quantities of dredge and fill (below MHHW) associated with the project are:

Cleanup dredging: 55,000 cy
Placement of backfill and cap: 55,000 cy
Wave attenuators: 29,000 cy



Fine habitat substrate placement landward of attenuators: 4,400 cy
Riprap and block retaining walls: 1,900 cy

- 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.**

No.

- 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.**

Potential discharges to surface water during the cleanup include localized temporary increases in turbidity during dredging and excavation, and leakage of petroleum products (fuels, oil, grease, hydraulic fluids, lubricants) from equipment. These substances could enter surface water directly (from vessels or barge-mounted equipment involved in construction), or in stormwater runoff from paved surfaces. Turbidity would increase temporarily due to short-term suspension of sediments in the water column at the point of dredging. A water quality control plan will be developed and the contractor will adhere to Washington State water quality standards that limit the impact of turbidity. Any turbidity associated with dredging would be minimal, localized, and temporary, and would be limited to the mixing zone allowed by Ecology's water quality standards (typically 150 feet in marine waters).

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 conditions at the site suggest that soil excavations extending below approximately 10 feet BGS will encounter groundwater. Construction dewatering may be required during deeper excavations to facilitate excavations and reduce the water content of excavated soils. If necessary, construction dewatering will be accomplished using a contractor-designed system that may consist of dewatering wells, vacuum well points, and/or shallow sumps to allow excavation to proceed in relatively dry conditions. Alternatively, smaller areas may be excavated wet, with the excavated soil dewatered in stockpiles prior to disposal. Water collected during dewatering activities will be stored in large tanks prior to disposal in the sanitary sewer. If necessary, the water will be treated prior to disposal to comply with sanitary sewer discharge standards.

Care will be taken to prevent any petroleum products, chemicals, or other toxic materials from entering the water. Contractors will be required to have spill response plans and will have booms, absorbent pads and other appropriate materials necessary to contain and clean up an accidental spill at the site.

- 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 collection from the impervious areas (building(s), sidewalks, parking, and travel lanes) will be through a system of mild swales, and catch basins and piping with eventual discharge on the south side of the site into an existing drainage swale which discharges to Fidalgo Bay.

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

There is a small potential that waste materials could enter ground or surface waters due to an accidental spill during construction.

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

Care will be taken to prevent any petroleum products, chemicals, or other toxic materials from entering the water. Contractors will be required to have spill response plans and will have booms, absorbent pads and other appropriate materials necessary to contain and clean up an accidental spill at the site.

The staging areas adjacent to the south end of the park building will incorporate pervious surfaces, and sidewalks adjacent to the 17th Street improvements will also incorporate pervious surfaces to the extent possible.

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

 X grass

_____ pasture

_____ crop or grain

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

 X water plants: water lily, eelgrass, milfoil, other: macroalgae

_____ other types of vegetation



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

The proposed dredging and backfill would eliminate approximately 1.45 acres of existing eelgrass. However the density of existing eelgrass is low, typically approximately 15 turions per square meter. Existing macroalgae will also be removed in within the dredging areas.

Existing grass covering upland areas to be excavated for the upland cleanup action will be removed.

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

None are known.

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

Eelgrass will be planted over approximately 2.9 acres in the Project Area to replace eelgrass removed during cleanup dredging. The aquatic habitat impacts and mitigation are discussed in more detail in Section B. 5 below.

Areas to the south and north of the building and parking areas will be landscaped with low-growing plants. Focused areas of riparian vegetation will be installed on the site south of the new small boat launching facility to the southern port property boundary. This vegetation is intended to provide shade for anticipated surf smelt spawning habitats that would exist at approximately +8 feet MLLW at the toe of the shoreline stabilization upon project completion. Shoreline vegetation may consist of the following:

- *Arbutus "Marina"* – Marina Madrone
- *Arbutus menziesii* – Pacific Madrone
- *Pinus contorta* – Shore Pine
- *Salix hookeriana* – Hooker's willow
- *Salix lucida var. lasiandra* – Pacific Willow
- *Salix scouleriana* – Scouler's Willow
- *Rubus spectabilis* - Salmonberry

Landscaping on the completed project site will include also planting areas adjacent to street frontages, within and adjacent to parking areas, and along pedestrian walks. These will consist of drought tolerant and low-growing shrubs. Vegetation along the shoreline to the south of the pier will consist of trees and shrubs planted along the top of bank that overhang the tidal habitat areas. These planting areas will be periodically interspersed with groups of lower shrubs and low groundcovers that provide view corridors.

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:

Observed birds and animals-



birds: hawk, heron, eagle, songbirds, gulls, common loon, Brandt's cormorant, osprey, great blue heron
fish: salmon, bull trout, crab

Several bald eagle nesting territories occur in the vicinity, primarily near Fidalgo Bay, West Guemes Channel and Guemes Island. A great blue heron nesting colony is on March's Point approximately 4 miles southeast of the site. Several osprey nesting territories also occur in the Anacortes area, but these are located more than one mile inland. Numerous waterfowl and shorebirds also use the area, primarily in the winter and during migration.

Fish resources in Fidalgo Bay area include Pacific salmon, forage fish, and a number of flatfish and pelagic species typical of Puget Sound. Forage fish such as Pacific herring, and surf smelt spawn in Fidalgo Bay and along the shorelines of Guemes Channel.

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

Federally listed or threatened species that could occur in the vicinity of the site include the Puget Sound Chinook salmon, Puget Sound Steelhead, Coastal-Puget Sound Bull Trout, Marbled Murrelet, Southern Resident Orca, Stellar Sea Lion, Humpback Whale, and Leatherback Sea Turtle..

The Port has prepared a Biological Evaluation as required under Section 7 of the Federal Endangered Species Act, which evaluates potential impacts of the proposed action on threatened and endangered species.

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

Salmonids may occasionally visit the area as northern Fidalgo Bay is a migratory route for anadromous salmonids in the Samish, Skagit, and Nooksack river systems. The Puget Sound area is part of the Pacific flyway. Birds that inhabit the area vary seasonally due to migration. Fidalgo Bay provides over-wintering areas for grebes and other migratory waterfowl, including over 26 duck species, brant, whistling swans, and snow, white-fronted, and Canada geese.

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

Mitigation and Project design elements that will enhance wildlife habitat are listed below:

- Eelgrass will be planted over approximately 2.9 acres in the project area.
- Riparian planting described in response Section B.4.d above will enhance nearshore habitat.
- Intertidal excavation and capping will replace large substrate (riprap or angular cobble/bricks) with a uniform cap layer that contains a graded mix of material that ranges in size from sand to cobble. It is anticipated that these substrate gradations will be worked by wave action to form a diverse substrate that changes seasonally due to variability in the direction and intensity of wind storms. Overall, it is anticipated that the shoreline will have much smaller substrate than the existing conditions and be protected from erosion.
- The project will create additional macroalgae attachment sites, which will enhance aquatic habitat.
- Excavation/backfill and substrate modification actions will remove existing wood debris.



- Backfill will include fine substrate expected to improve biological production of the aquatic habitat.
- The project will improve long-term water and sediment quality by removing upland contaminated soil, removing aquatic contaminated sediment, and removing numerous creosote-treated timber piles and pile stubs from the aquatic environment.
- Existing riprap on Port property will be removed and replaced with a step wall. This would create low-sloped, fine-sediment habitat in the upper intertidal zone.
- The existing timber pile breakwater in the northern end of the Project Area and derelict piles in the nearshore of the site will be removed, creating an incremental improvement to water quality by removing creosote timbers from the aquatic environment.
- A fine substrate mix would be placed over the landward sides of the wave attenuators.

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.**

Both electrical and fossil fuel sources will be required to operate construction equipment at the site.

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

No.

- 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 are proposed.

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.**

Potential discharges to surface waters during the cleanup include accidental spills or leakage of petroleum products from construction equipment (vessels, barges, or barge-mounted equipment) used during the project. The contractor will be required to prepare a health and safety plan for work in areas where it is expected that contaminated soils or dredged materials may be encountered.

- 1) **Describe special emergency services that might be required.**

No special emergency service requirements are anticipated.

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

Implementation of a contractor spill control plan and best management practices will minimize risks of accidental spills during construction. The contractor(s) will be



required to prepare and implement a health and safety plan for work associated with site cleanup. Within contaminated areas, all workers will be required to have current HAZMAT handling training and equipment.

b. Noise

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

Existing noise will not affect the construction or operation of the facility.

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 noise will occur associated with a variety of construction equipment. This could include truck and crane engines, generators and other small engines, dredges, excavators, backhoes, and other heavy equipment. Construction noise will be limited to daytime hours and will not create adverse impacts due to the lack of sensitive noise receptors in the area. Noise impacts from operation of the facility are not anticipated.

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

Construction activities will be carried out in a manner consistent with the City Municipal Code and State environmental noise standards.

8. Land and shoreline use

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

Adjacent properties include commercial and retail uses west of Q Avenue, AMS (Thrive Health Club), and Educational Services District offices to the east, and Port properties to the north. The site is located just south of Cap Sante Boat Haven, a large recreational and commercial boat marina operated by the Port of Anacortes.

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

No, the site was the location of the former Scott Paper Company mill.

c. Describe any structures on the site.

Structures on the site include the Seafarers' Park building, commercial and office (Cannery, Thrive Health Club, and ESD) buildings, parking lots, small boat dock, esplanade, streets, and utilities. See Figure 3.

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

Existing pavement and utilities will be demolished and relocated or replaced. Existing shoreline public access amenities, including an esplanade and small craft dock will be demolished and replaced.



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

Commercial Marine 1.

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

The City of Anacortes 2007 Comprehensive Plan designates the site as Commercial Marine 1.

The goals for the Commercial Marine designation include:

1. Preserve CM areas for commercial enterprise where orientation to the waterfront and waterway areas is of prime importance;
2. Require a public access element in all developments abutting the shoreline where appropriate;
3. Allow limited residential development within the CM zone;
4. Encourage marine, commercial, and tourist developments that are water-dependent, destination-oriented, and enhance marine values such as physical and visual access to waterways and shorelines.

Chapter 17.22.010 of the Anacortes Municipal Code further states that the Commercial Marine 1 use district is established in recognition of the unique and irreplaceable nature of certain marine sites within Anacortes. It creates a special commercial district providing for a mix of commercial, industrial, and recreational uses appropriate to the commercial and industrial districts and compatible with public access to Fidalgo Bay, orientation to navigable waterways, and tourism trade.

The 2008 Port of Anacortes Comprehensive Plan, establishes guiding principles and land uses, and identifies potential projects for the Port and its properties. The proposed project is within the area designated as the South Basin area of the Port's Cap Sante Boat Haven properties. The Port plan envisions the following land uses and improvements for the South Basin area:

1. Protect existing facilities
2. Provide adequate parking
3. Accommodate marine-related commercial or educational development facilities on Parcel 1
4. Accommodate marine-related commercial uses.

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

The current shoreline master program designation is Urban II.

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

No.

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



Not applicable.

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

Not applicable.

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 proposed cleanup action is consistent with the goals of the City of Anacortes Comprehensive Plan, and would not interfere with existing or future marine-related uses in the Port's South Basin planning area. Completion of the planned access mitigation/public access features of the project will provide significant opportunities for shoreline public access and views to Fidalgo Bay.

9. Housing

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

Not applicable.

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

Not applicable.

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?

The tallest proposed structures are the pedestrian light standards, which are approximately 17.5 feet tall.

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

Views in the immediate vicinity will be temporarily altered during the remedial action by the presence of construction equipment, staging areas, and stockpiled materials. No public or shoreline views will be altered or obstructed by the completed project.

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

Park elements disturbed during the remedial action will be replaced. An existing walkway



through the site connects parking areas, gathering spots, and the existing esplanade from the adjacent Cap Sante Boat Haven to the site and continues to the south end of the property. Mitigation elements include replacement of the esplanade and gathering and staging areas adjacent to the park building. Associated design elements such as concrete paving, signage, and cable guardrails will be consistent with the design elements at the adjacent Boat Haven. See Sheet 17. The esplanade and staging areas will include up to six benches, built in bench seating, up to eight tables with seating, and lighting consisting of up to ten overhead pedestrian light standards, thirty-eight low button lights, and six shielded lighted bollards. Planting areas will include lawn, accent plantings of low shrubs and groundcovers, and shoreline vegetation that will enhance and shade intertidal areas in order to improve final aquatic habitat conditions. These planting areas will be periodically interspersed with groups of lower shrubs and low groundcovers that provide view corridors.

11. Light and glare

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

The new esplanade will include overhead pedestrian light standards, low button lights, and shielded lighted bollards for nighttime lighting of public access areas. Down-shielded light standards may be replaced where they currently light existing parking adjacent to the park building.

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:

Lighting will be down shielded, and lighting of overwater structures will be positioned and shielded to avoid any lighting of aquatic areas.

12. Recreation

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

Significant formal and informal recreational and shoreline public access exists on and adjacent to the site. There is an existing pedestrian esplanade for public access to the boating facilities at Cap Sante Boat Haven which also runs east along the marina to Seafarers' Memorial Park. Fidalgo Bay views and shoreline access are available at the park. An existing seasonal small boat launching dock provides direct access to Fidalgo Bay.

The Tommy Thompson trail is a multi-use trail located along the east side of Q Avenue. It follows the former Burlington Northern railroad right-of-way south from 11th Street and east along the trestle across Fidalgo Bay to March's Point.



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

No. Some recreational uses will be temporarily displaced during the remedial action.

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

The existing small craft launch facility will be replaced with a new fixed dock, gangway, and floats for landing and launching of small boats. The new small craft facility will provide shoreline public access for viewing, walking, and small hand launch boat staging. There will also be informal opportunities for hand launching and beach access on the shorelines of the northern portion of the site. A new paved esplanade, small boat launch staging areas, and pedestrian access amenities (e.g., benches, tables, lighting, signage, and refuse containers) will be installed. See Sheet 17. The esplanade and staging areas will include up to six benches, built in bench seating, up to eight tables with seating, and lighting consisting of up to ten overhead pedestrian light standards, thirty-eight low button lights, and six shielded lighted bollards). Planting areas will include lawn, accent plantings of low shrubs and groundcovers, and shoreline vegetation that will enhance and shade intertidal areas in order to improve final aquatic habitat conditions. These planting areas will be periodically interspersed with groups of lower shrubs and low groundcovers that provide view corridors.

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.

There are no known historic places or objects located on the site.

To avoid affecting potential prehistoric and historic period archeological deposits, the Port contracted with Historical Resources, Inc (HRA) to perform a cultural resources assessment. HRA identified nine historic buildings and structures that are within one mile of the site. The stern-wheeler WT Preston, listed on the National Register of Historic Places, is located north of the Site at the eastern terminus of 8th Street at Q Avenue. The vessel served as a US Army Corps of Engineers snag boat until 1981, when it was transported to Anacortes and dry berthed. The Fraternal Order of Eagles Aerie #249 is listed as a City of Anacortes Historic Landmark. None of the nine historic properties are located within one block of the project area.

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

HRA investigated historic records for evidence of historic, archaeological, scientific, or cultural importance in the project area. The Port sent consultation letters to the Samish Indian Nation and the Swinomish Indian Cultural Community. Although the site has been subject to intensive development and filling, it is possible that the project area could contain prehistoric archeological deposits beneath the areas of historic fill such as materials associated with occupation, shellfish gathering, fishing and other activities. Historical period archeological deposits that could be encountered are not expected to be important.



No specific landmarks or evidence of historic, archeological, scientific, or cultural significance are known within the areas affected by the proposal.

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

For portions of the upland excavations which have the potential to encounter cultural or archeological resources, the Port will work with the contractor to prepare an archeological monitoring plan with procedures for monitoring excavations where archeological remains associated with shallow water activities could be present. These areas are limited to excavations below the historical fill about 7-10 feet BGS west of R Avenue and about 15 feet BGS east of R Avenue. The plan will also establish procedures for treating the potential discovery of archeological or human remains.

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 located adjacent to downtown Anacortes just east of the main truck route (Q Avenue) through town. The primary access routes to the site are Commercial Avenue and Q Avenue, which provide north-south connections between State Route (SR) 20 through the main commercial area of town. Primary access to the site is currently via Seafarers' Way at the north end of the upland area. This access serves the existing commercial uses on the site as well as the planned Anacortes Marine Technology Building, on Port of Anacortes Parcel 1. There is 90-degree angle parking along about $\frac{3}{4}$ of the length of Seafarers' Way. The "Q" Avenue/Seafarers' Way intersection is unsignalized with a stop sign controlling Seafarers' Way.

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

The site is directly served by public transit with a SKAT southbound bus stop located on Q Avenue at 17th Street, and a northbound bus stop located just south of 15th Street. Route 410 makes a loop through Anacortes and provides service between the Anacortes Ferry Terminal and the March's Point Park & Ride lot. Route 513 operates between the Skagit Station in Mount Vernon and downtown Anacortes. Buses stop every three hours beginning at between 7:00 a.m. and 5 p.m. westbound and between 8:00 a.m. and 6:00 p.m.

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

Nineteen parking spaces will be provided adjacent to the existing park building. There will be an informal boat unloading and staging area south of the building, with pervious pavement. There are no proposed changes to existing parking and no parking spaces will be eliminated.

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. A construction haul road will be necessary to provide an alternate route for trucks entering and exiting the project site. There will be a truck loading area located near the shoreline in order to stockpile and load dredged materials and excavated soils. The proposed haul road will be an extension of 17th Street from "Q" Avenue east to the shoreline. The haul road will be temporary in nature, constructed from gravel and quarry spalls, with the construction of a wheel wash east of the "R" Avenue intersection.

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

The project is in the immediate vicinity of Port of Anacortes Cap Sante Boat Haven and the western shores of Fidalgo Bay. These areas are used for a wide variety of recreational and commercial boating and shipping activities.

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

Heffron Transportation Inc. provided trip generation estimates for the construction traffic associated with the cleanup project. Excavated materials, dredged materials, and clean backfill will be transported to and from the site in double-dump trucks (dump truck with pony trailer). It is expected that the project will generate a peak volume of up to 60 truck trips per day. When averaged over a typical 8-hour work shift, this translates to about 8 truck trips per hour (4 entering and 4 leaving). In addition, construction workers at the site would generate up to 45 trips per day and 15 peak hour trips.

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

A haul route and 17th Street extension will be constructed on the site. Improvements to 17th Street between "R" and "Q" Avenues are desirable because the new access route will be used exclusively for the site trucks during the remedial action. Drivers could stage their trucks along the roadway while waiting their turn for loading. The "Q" Avenue/17th Street intersection is signalized, thus providing regular and reliable truck egress and reducing potential delays. Conflicts between existing public uses and cleanup activities would be minimized: trucks would cross the Tommy Thompson trail where there is a signalized pedestrian crossing at the traffic signal on 17th street when taking left turns on to "Q" Avenue. Conflicts with parking would not be present, as would occur along Seafarers' Way, while the street is dedicated to project truck traffic. A wheel wash is required, and would conflict with existing traffic uses and parking if placed in Seafarers' Way. Up to 50 piles that are located within Seafarers' Way will be removed as part of the remedial action and the availability of 17th Street will serve as an alternative access route for existing site uses during the remedial action.

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.
- 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.

Electrical and water utilities may be encountered during excavation. Remediation and construction activities will be coordinated with the appropriate utility providers.

Utilities and providers at the site are as follows:

Electricity	Puget Sound Energy
Natural gas	Cascade Natural Gas
GTE	Telephone
City of Anacortes	Water, Sewer, Refuse Service

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:

**Connie Thoman, Environmental Administrator
Port of Anacortes**

Date Submitted:

January 30, 2009