

PORT OF BELLINGHAM
Washington State

FOR RELEASE: April 6, 2012

CONTACT: Sylvia Goodwin
Director of Planning & Development
(360)676-2500; Ext # 343

NOTICE OF DETERMINATION OF NONSIGNIFICANCE (DNS)

The Port of Bellingham issued a determination of nonsignificance (DNS) under the State Environmental Policy Act Rules (Chapter 197-11 WAC) for the following project: Blaine Marina Inc. Site Bulkhead Repair proposed by the Port of Bellingham. After review of a completed environmental checklist and other information on file with the agency, the Port of Bellingham has determined this proposal will not have a probable significant adverse impact on the environment.

Copies of the DNS are available at no charge from the Port of Bellingham's Planning and Development Division, 1801 Roeder Avenue, Bellingham, WA 98225 and/or (360)676-2500. The public is invited to comment on this DNS by submitting written comments no later than Monday, **April 24, 2012** to:

Sylvia Goodwin
SEPA Responsible Official
Port of Bellingham
1801 Roeder Avenue
P.O. Box 1677
Bellingham, WA 98227-1677



PORT OF BELLINGHAM

Washington State

Determination of Non-Significance (DNS)

Description of Proposal: Emergency repairs to approximately 60 linear feet of existing bulkhead at the marine fueling facility adjacent to Sigurdson Avenue that has partially failed and is at risk of failing further. The Port is proposing to install a cantilever steel sheetpile wall for approximately 60 feet parallel to Sigurdson Avenue to repair the existing bulkhead. The sheetpile wall will be constructed landward of the mean higher high water behind the existing bulkhead, and a concrete pile cap will be placed across the top of the sheetpiles on the portion of the wall in front of the fueling dock to provide continued access to the dock.

The repair will be conducted as an interim cleanup action under the MTCA regulations with Ecology oversight. The existing building located on the pier has been closed to access for safety reasons and will be deconstructed by the tenant. Restricted access to the building platform would be maintained following bulkhead repair by a chain-link fence.

Proponent: Port of Bellingham

Location: 214 Sigurdson Avenue, Blaine, WA 98230, Section: 01 Township: 40N, Range: 1 West, Whatcom County Washington. Parcel No. 405101 3605300000, PMA #22-080025, Parcel 1

Lead Agency: Port of Bellingham

Zoning: CB- Wharf **Comp Plan:** Central Business Wharf District

The lead agency for this proposal has determined that the project does not have a probable adverse impact on the environment. An environmental impact statement is not required under RCW 43.21.C.030 (2) c. This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is made available to the public on request.

Determination of Non-Significance (DNS) Comment Period: This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance. Comments must be submitted to the Responsible Official by **April 24, 2012**.

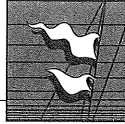
Responsible Official: Sylvia Goodwin
Position: Planning & Development Director
Address: 1801 Roeder Avenue, P.O. Box 1677
Bellingham, WA 98227

Sylvia Goodwin
Signature

4/10/12
Date

Contact: Sylvia Goodwin, Planning and Development Director, (360)676-2500 or email; sylviag@portofbellingham.com

Appeals: There is no agency appeal.



PORT OF BELLINGHAM
Washington State

April 10, 2012

Michael Jones
Community Development Director
City of Blaine
344 H Street
Blaine, WA 98230

RECEIVED

APR 11 2012

DEPT OF ECOLOGY
TCP-NWRO

COPY

Washington State Department of Ecology
SEPA Unit
P.O. Box 47703
Olympia, WA 98504-7703

**Re: Environmental Review of Proposed Blaine Marina, Inc. Interim Remedial Action
Blaine, Washington**

Dear Sir/Madam:

In accordance with WAC 197-11 State Environmental Policy Act (SEPA) Rules, the Port of Bellingham (Port), as SEPA lead agency for the proposed Blaine Marina, Inc. Interim Remedial Action, has completed the environmental review for the proposed project, which is described as follows:

The Port is addressing environmental cleanup requirements at the Blaine Marina, Inc Site under Model Toxics Control Act (MTCA) regulations with Washington State Department of Ecology oversight. The project action will be conducted as an interim action under MTCA, and will include emergency repairs to approximately 60 linear feet of existing bulkhead at the marine fueling facility adjacent to Sigurdson Avenue that has partially failed and is at risk of failing further. The Port is proposing to install a cantilever steel sheetpile wall for approximately 60 feet parallel to Sigurdson Avenue to repair the existing bulkhead. The sheetpile wall will be constructed landward of the mean higher high water behind the existing bulkhead, and a concrete pile cap will be placed across the top of the sheetpiles on the portion of the wall in front of the fueling dock to provide continued access to the dock. The existing building located on the pier has been closed to access for safety reasons and will be deconstructed by the tenant. Restricted access to the building platform would be maintained following bulkhead repair by a chain-link fence.

As the SEPA lead agency, the Port has issued a Determination of Non-Significance (DNS) for this proposed action under the provisions of WAC 197-11-340(2) of the SEPA rules. These provisions require that the attached DNS and environmental checklist be sent to agencies with jurisdiction, the Washington State Department of Ecology, affected tribes, and any local agency or subdivision whose public services may be changed as a result of this project.

Notice of this DNS will be published in the Bellingham Herald on Tuesday April 10, 2012 and posted at the project site. Any person, tribe, or agency may submit comments on the DNS through April 24, 2012, which is 14 days from the issuance of the DNS. For your information, the DNS was submitted to the following agencies:

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- NOAA Fisheries
- Washington State Department of Ecology
- Washington State Department of Natural Resources
- Washington State Department of Fish and Wildlife
- Puget Sound Partnership
- Lummi Nation
- Nooksack Tribe
- City of Bellingham
- Whatcom County

If you have any questions regarding this proposed project or the DNS issued with regard to this project, please contact me at (360) 676-2500, or at sylviag@portofbellingham.com.

Sincerely,



Sylvia Goodwin
Planning and Development Director
SEPA Responsible Official

Cc: Jeremy Freimund, Lummi Nation
Dennis Clark, Department of Natural Resources
Trevia Coe, Nooksack Tribe
Karen Meyers, U.S. Fish and Wildlife Service
Randel Perry, Corps of Engineers
Rebecca Ponzio, Puget Sound Partnership
Tyler Schroeder, Whatcom County
Jennifer Steger, NOAA Fisheries
Jing Liu, Department of Ecology
Brian Williams, Department of Fish and Wildlife

WAC 197-11-960 Environmental checklist.

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

MARINA
Blaine Harbor Inc. Site Bulkhead Repair

2. Name of applicant: Port of Bellingham

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

1801 Roeder Avenue
Bellingham, Washington 98225
(360) 676-2500
John Hergesheimer, Senior Project Engineer

4. Date checklist prepared: February 14, 2012

5. Agency requesting checklist: Port of Bellingham

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

Construction is anticipated to occur in spring 2012.

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

The bulkhead repair will be conducted as an interim cleanup action under Model Toxics Control Act (MTCA) regulations with Washington State Department of Ecology (Ecology) oversight. The repair is focused on approximately 60 linear feet of failing bulkhead, where complete failure could result in a safety hazard or have adverse environmental impacts. Permanent repair of the entire bulkhead, including removal of the existing bulkhead section that has partially failed, will be conducted as part of redevelopment of the entire Blaine Harbor industrial area, which is currently in the planning stages. Although the new bulkhead is being constructed as an emergency repair, the Port of Bellingham (Port) intends to integrate the new bulkhead section into the redevelopment of the industrial area in the future.

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

- Geotechnical Report
- Interim Action Plan
- City of Blaine Shoreline Substantial Development Exemption Request
- Joint Aquatic Resources Permit Application (JARPA)

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 subject area is part of a Model Toxics Control Act (MTCA) site for which cleanup is being pursued under a formal agreement (an Agreed Order, which is currently being negotiated) between the Port and Ecology.

The overwater building supported by the existing bulkhead would be deconstructed by the tenant to floor level to minimize loadings on the bulkhead and pile supports. Approval from the appropriate agencies for deconstruction of the building is being coordinated by the tenant.

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

- City of Blaine Shoreline Substantial Development Exemption
- Washington Department of Fish and Wildlife (WDFW) Hydraulic Project Approval (HPA)
- The Port will conduct an interim cleanup action under an agreed order with Ecology. Cleanup actions conducted under an agreed order are exempt from state and local permits, although substantive permit requirements must be met.

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 Port partially owns and operates Blaine Harbor located at Blaine, Washington in Whatcom County (Figure 1). The Port is proposing repairs to approximately 60 linear feet of existing bulkhead at the marine fueling facility adjacent to Sigurdson Avenue that has partially failed and is at risk of failing further (Figure 2).

The Port is proposing to install a cantilever steel sheetpile wall for approximately 60 feet parallel to Sigurdson Avenue to repair the existing bulkhead (Figure 3). The sheetpile wall will be constructed landward of the mean higher high water behind the existing bulkhead, and a concrete pile cap will be placed across the top of the sheetpiles on the portion of the wall in front of the fueling dock to provide continued access to the dock. The subject area is part of a MTCA site for which cleanup is being pursued under a formal agreement between the Port and Ecology. The repair will be conducted as an interim cleanup action under the MTCA regulations with Ecology oversight.

Existing fuel lines supplying the adjacent fueling pier run from aboveground fuel storage tanks on the eastern side of Sigurdson Avenue, into conduits under Sigurdson Avenue, to the northwestern corner of the failed bulkhead. The conduits then penetrate through the bulkhead to underneath the northeastern corner of the pile-supported building. The fuel lines are then routed and supported underneath the pile-supported building on the southern side of the building, where they extend out along the fuel pier to the fueling station. The tenant has been directed by Ecology to shut down and drain the fuel lines to the dock until the bulkhead has been repaired and fuel lines rerouted to a more stable alignment. The building has been closed to

access for safety reasons and will be deconstructed by the tenant. Restricted access to the building platform would be maintained following bulkhead repair by a chain-link fence.

The new sheetpile wall is an emergency repair to the failing bulkhead section. The repair method was selected to minimize the potential impact of construction activities on aquatic lands and biological resources.

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.

224 Sigurdson Avenue, Blaine, Washington 98230
DNR Aquatic Parcel ID: 1757957
NW ¼ Section 01, Township 40N, Range 01W
See attached vicinity map (Figure 1) and site plan (Figure 2)

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

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

The bulkhead repair project area and the adjacent Blaine Harbor industrial area are relatively flat. The existing bulkhead is generally perpendicular to Blaine Harbor.

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.

The U.S. Department of Agriculture Natural Resources Conservation Service Web Soil Survey database available online identifies soils in the Blaine Harbor area as being composed of the Blainegate-Urban land complex, consisting of silty clay and fill material.

Subsurface conditions along the proposed bulkhead alignment were explored in January 2012 by advancing and sampling three exploratory borings to depths of between 16.5 ft and 46.5 feet (ft) below the existing ground surface (BGS) along Sigurdson Avenue. Based on the subsurface conditions observed in the exploratory borings, the alignment of the proposed replacement bulkhead appears to be underlain by about 12 to 15 ft of fill material consisting of sandy, silty clay and lenses of silty sand. These materials are consistent with dredge fill, which was placed in the project area during marina dredging in the late 1950s. Below the fill, silty fine sand and fine sandy silt was present in each of the three borings; these soils were observed to a depth of about 25 ft BGS. Below a depth of about 25 ft BGS, very soft to medium stiff silty clay and pockets of sandy clay are present to the maximum depth explored at about 50 ft BGS.

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

The existing bulkhead consists of timber piling, with timber lagging and riprap placed along the toe of the structure. Most of the existing bulkhead, including piling and lagging, is damaged. It has shifted and bowed, and the top of the bulkhead is rotated out toward the water. A large amount of fill behind the bulkhead has been lost to erosion. Areas of collapsing pavement are present on the landward side of the failing bulkhead.

The City of Blaine Critical Areas classifies the site as a geologically hazardous area.

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

No filling is planned as part of the project other than backfilling within the key trench excavated for installation of the sheetpile wall. Grading will occur in the key trench over an 800 square foot area (or less). Backfill would consist of 30 cubic yards (or less) of either soil excavated from the key trench or imported crushed fill. If imported fill is used, the source will be determined by the contractor, but will have a fines content of 7 percent or less. Gradation of compaction requirements of backfill material to be used will be incorporated into construction plans and contractor specifications.

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

The proposed project is designed to repair the failing bulkhead and address erosion currently occurring at the site. Some minor short-term erosion during construction could occur; however, no long-term erosion is anticipated as a result of the proposed project.

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

The area around the section of bulkhead to be repaired is covered with 100 percent impervious surfaces. The proposed project will not modify the percentage of impervious surfaces.

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

The new bulkhead is an emergency repair to the failing bulkhead section. The repair method was selected, in part, to minimize the potential impact of construction activities on aquatic lands and biological resources. Appropriate standard Best Management Practices (BMPs) will be used during construction.

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.

Project activities could generate onsite dust from equipment operation, but these effects are anticipated to be temporary, minor, and largely contained at and within short distances from the proposed project site. Construction equipment and vehicles will generate minor amounts of localized carbon monoxide and particulate emissions. These emissions would only slightly degrade local air quality on a temporary basis.

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

No offsite sources of emissions or odor have been identified that would affect the proposed project.

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

Dust suppression methods could include adjustments to excavation technique/speed, or applying water. These efforts are not expected to be necessary. If airborne dust is noticed to persist above background conditions, dust-suppression efforts will be implemented immediately to remedy the concern. If petroleum hydrocarbon odors are noticed during excavation, the construction area will be screened using a photoionization detector (PID) for volatile organic compounds. Construction contractors would be required to comply with the Northwest Clean Air Agency regulations for emissions of odor-bearing air contaminants and any effects would be temporary.

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.**

Blaine Harbor is adjacent to the bulkhead repair project area.

- 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.**

The bulkhead repair project area is adjacent to Blaine Harbor. However, as described above, the sheetpile wall will be constructed landward of the mean higher high water (MHHW). No in-water work is anticipated. The repair method was selected, in part, to minimize the potential impact of construction activities on aquatic lands and biological resources.

- 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.**

No fill or dredge material will be placed in Blaine Harbor as a result of the project. No in-water work is anticipated.

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

No surface water will be withdrawn or diverted as a result of the project.

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

The proposed project is located within the 100-year flood plain as identified on Federal Emergency Management Agency (FEMA) floodplain mapping for Whatcom County (refer to FIRM panel No. 53073C0635D; Figure 2).

- 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 discharges of waste materials to surface waters will occur as a result of the project.

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.**

Planned excavation for the sheetpile wall will be limited to approximately the upper 2 ft of soil; therefore, no groundwater is anticipated to be withdrawn or discharged as a result of the project.

- 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.**

No waste materials associated with domestic sewage or other activities will be discharged into the ground.

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.**

The only runoff from this project will be stormwater runoff from existing impervious surfaces. There are no engineered stormwater conveyance systems in the area of the bulkhead repair. Any stormwater runoff generated in this area flows to the west into Blaine Harbor.

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

Release of waste material from construction activities could potentially occur from accidental fuel leaks or spills, but is not likely. During construction, standard BMPs for spill prevention, and erosion and sediment control will be implemented.

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

During construction, standard BMPs for erosion and sediment control will be implemented.

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, bulrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

No vegetation is found on the site. The site consists of existing impervious surfaces.

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

No vegetation will be removed or altered as a result of the proposed project.

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

Records from the Washington Department of Natural Resources *Sections that Contain Natural Heritage Features* (updated November 4, 2011) do not indicate any federally listed plant species in or adjacent to the project site.

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

No landscaping or use of vegetation is planned for the proposed project.

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: seagulls, cormorants
 mammals: deer, bear, elk, beaver, other:
 fish: bass, salmon, trout, herring, shellfish, other:

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

U.S. Fish and Wildlife Service-listed species occurrences in Whatcom County include:

- Bull trout (*Salvelinus confluentus*) – Coastal-Puget Sound DPS
- Canada lynx (*Lynx canadensis*)
- Gray wolf (*Canis lupus*)
- Grizzly bear (*Ursus arctos* = *U. a. horribilis*)
- Marbled murrelet (*Brachyramphus marmoratus*)
- Northern spotted owl (*Strix occidentalis caurina*)

National Oceanic and Atmospheric Administration Fisheries-listed species in Puget Sound include:

- Chinook salmon (Puget Sound ESU) (*Oncorhynchus tshawytscha*)
- Steelhead trout (Puget Sound ESU) (*O. mykiss*)
- Southern resident killer whale (*Orcinus orca*)
- Humpback whale (*Megaptera novaeangliae*)
- Stellar sea lion (*Eumetopias jubatus*)

WDFW Priority Habitat and Species (PHS) data do not list these species as occurring in the vicinity of the project area. The new bulkhead will be constructed landward of the MHHW. No in-water work is anticipated.

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

WDFW PHS data do not identify any designated wildlife migration routes within the project area. It is possible that salmonids may be present in Blaine Harbor during migration between Puget Sound and nearby streams.

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

The project is within an existing marina and no measures are proposed.

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.**

No energy will be used by the completed project.

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 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.**

Several environmental investigations have been conducted at the Blaine Marina Tank Farm Site (which includes the bulkhead repair area) since 1990 to investigate soil and groundwater quality for releases of petroleum hydrocarbons from facility operations. The investigations discovered petroleum hydrocarbon contamination in soil and groundwater at the site, generally decreasing in concentration with increasing distance from the aboveground storage tanks (ASTs), which are located approximately 100 ft to the northeast of the bulkhead repair area. Sheen has been observed in soil and groundwater over a large area in the vicinity of the ASTs. Based on preliminary results of a geotechnical investigation in January 2012 by Landau Associates to support engineering the bulkhead repair, total petroleum hydrocarbon (TPH) contamination is present in the vicinity of the failing bulkhead. This is supported by observations of gasoline- and diesel-range contamination, including an oily sheen, in geotechnical borings near the failing bulkhead in January 2012. Soil samples collected during this investigation indicate gasoline-range TPH concentrations in soil are above the MTCA Method A cleanup level at a depth of about 6 to 9 ft BGS, which is currently the preliminary screening level being used to evaluate contamination at the site. Diesel-range TPH concentrations in soil samples near the bulkhead are below the preliminary screening level.

During construction, typical construction hazards will exist but the construction itself will not involve the handling of any contaminated media. Planned excavation for the sheetpile wall will be limited to approximately the upper 2 ft of soil; therefore, it is anticipated that the excavation will not encounter contaminated soil or groundwater. However, protection monitoring will be performed during construction of the proposed project.

Release of waste material from construction activities could potentially occur from accidental fuel leaks or spills, but is not likely. During construction, standard BMPs for spill prevention, and erosion and sediment control will be implemented.

1) Describe special emergency services that might be required.

No special emergency services will be required for the proposal. No additional police, firefighting, or other emergency services, other than those that will normally be required at a construction site, will be necessary.

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

Protection monitoring will address worker health and safety for activities related to construction of the proposed project, as well as protection of the general public. Worker health and safety will be addressed through a project health and safety plan (HASP) if conditions are encountered that indicate workers or the public could be exposed to contaminated soil or groundwater. The requirements for a project HASP will be included in the project construction documents, and the contractor will prepare the HASP, if needed. The HASP would address potential physical and chemical hazards associated with site activities consistent with the requirements of WAC 173-340-810, and field monitoring to confirm that potential exposure to chemical hazards do not exceed health-based limits.

Anticipated potential chemical hazards include exposure to site contaminants through various exposure pathways (i.e., direct contact, inhalation, and ingestion). Because the interim action includes only limited excavation, chemical exposure through inhalation of dust is not anticipated to be an issue. However, dust monitoring will be conducted if visible levels of dust are created during construction. PID screening will be performed in workspace air only if olfactory indication of contamination suggests working conditions could be compromised. It is anticipated that the limited excavation will be shallow, and not encounter contaminated soil. It is also anticipated that the health and safety measures, if implemented to protect worker safety, would also adequately protect the general public.

BMPs will be used during construction to prevent spills. Prior to construction, professional utility locate services will be contacted to mark utilities along the corridor. A HASP will be completed that will document specific procedures to be followed if environmental health hazards are encountered.

b. Noise

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

No noise sources are known to be present in the area that would affect the 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.**

Construction of the proposed project will generate temporary increases in noise levels at adjacent and nearby areas. Construction noise sources will include trucks, construction equipment, a crane, and a vibratory hammer to install the sheetpiles. Construction activities are expected to occur during daytime hours.

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

Construction-industry BMPs will be incorporated into construction plans and contractor specifications, which may include, but are not limited to the following: fitting construction equipment engines with adequate mufflers, intake silencers, or engine enclosures; turning off construction equipment when not in use; and locating stationary equipment as far as possible away from sensitive receptors. Construction activities associated with the proposed project will not occur during nighttime hours.

8. Land and shoreline use

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

The site is used as a marine fueling facility. Adjacent properties are used for boat repair, shipyard activities, fish processing, and other industrial marine uses. The Blaine Harbor Inc. tank farm, which supplies fuel to the fueling station on the fuel pier adjacent to the project area, is located across Sigurdson Avenue to the northwest of the project area. Blaine Harbor is adjacent to the bulkhead.

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

No.

- c. Describe any structures on the site.**

The property adjacent to the bulkhead repair project area is occupied by a pile-supported building and fueling pier. The section of bulkhead to be repaired consists of timber piling, with timber lagging and riprap placed along the toe of the structure.

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

The pile-supported building on the site will be deconstructed by the tenant.

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

The City of Blaine zoning classification of the site is Central Business Wharf District.

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

The City of Blaine comprehensive plan classification of the site is Central Business Wharf District.

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

The project area is identified in the City of Blaine Shoreline Master Program (SMP) as "urban" shoreline environment.

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

The City of Blaine Critical Areas Map indicates that the site has been classified as a geologically hazardous area and frequently flooded area. The project site is also within the urban shoreline environment.

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

None.

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

None.

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

None proposed.

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

The proposal is compatible with existing land use. The land is currently used as a marine fueling facility. The proposal involves emergency repair of a failing bulkhead, which is compatible with the existing land use and the planned redevelopment of the Blaine Harbor industrial area.

9. Housing

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

No housing units would be provided as part of the proposed improvements.

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

No housing units would be eliminated as part of the proposed improvements.

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

Because this project would not result in impacts to housing, none are proposed.

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 sheetpile wall, and concrete pile cap to be placed on the sheetpiles, will be completed at the same elevation as the existing grade at the site.

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

No views will be altered or obstructed as part of this project. The sheetpile wall, and concrete pile cap to be placed on the sheetpiles, will be completed at the same elevation as the existing grade at the site.

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

None proposed.

11. Light and glare

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

During construction, temporary lighting could be used by contractors during early morning hours (before 8:00 a.m.) or late afternoon hours (after 4:00 p.m.) when needed. The lights will be turned off at the end of each workday. The completed repairs do not incorporate lighting.

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

There will be no light or glare produced by the finished project.

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

There are no offsite sources of light or glare that will affect the proposed project.

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

None proposed.

12. Recreation

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

The project is located in the Blaine Harbor industrial area. Other areas of Blaine Harbor are used as a large marina for recreational and commercial vessels, a boat ramp, a fishing pier, and public access trails.

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

No displacements of recreational uses would occur as a result of the proposed project.

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

No measures are proposed to reduce or control impacts on recreation.

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.**

According to the Washington Information System for Architectural and Archaeological Records Data (WISAARD), no historic places or objects listed on historic registers are located on or immediately next to the project site. Two historic structures listed on the National Register of Historic Places and the Washington Heritage Register are located in the general vicinity of the project area. The M.V. Plover Ferry is located approximately 0.25 miles northeast of the project area and the Peace Arch is located approximately 0.75 miles northeast 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.**

Star Fish Wharf located at 301 Marine Drive is identified in WISAARD. The property is not listed as a Historic Registry Property, but is listed on the Historic Property Inventory.

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

The project is not anticipated to impact the aforementioned properties, and no measure to reduce or control impacts are proposed.

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.**

Sigurdson Avenue connects to Marine Drive to the north and Marine Drive connects to State Route 548 to the east. Access to these roads will not change as a result of the proposed project.

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

The site is not served by public transit. Whatcom Transportation Authority route 70X serves Blaine City Hall, located approximately 0.70 miles east of the site.

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

The project does not create or eliminate parking spaces.

- 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).**

The proposal does not require any new roads or streets, or improvements to existing roads or streets, other than the concrete pile cap that will be placed over the new sheetpile wall to maintain access from Sigurdson Avenue onto the fueling pier located adjacent to the bulkhead repair area.

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

The project is located in Blaine Harbor, which includes a marina for commercial and recreational vessels. The project is located approximately 0.50 miles west of a Burlington Northern Santa Fe (BNSF) rail line. The project will not require water, rail, or air transportation.

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

No vehicular trips will be generated by the proposed project. The proposed project is a bulkhead repair project.

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

No measures are proposed to reduce or 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.**

The proposed project will not generate a need for additional public services.

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

No measures are proposed to reduce or control impacts on public services.

16. Utilities

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

Utilities currently available at the site include natural gas, electricity, water, sanitary sewer, telephone, and fuel lines that supply the adjacent fueling pier from fuel tanks on the east side of Sigurdson Avenue.

- 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.

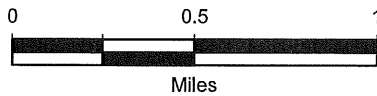
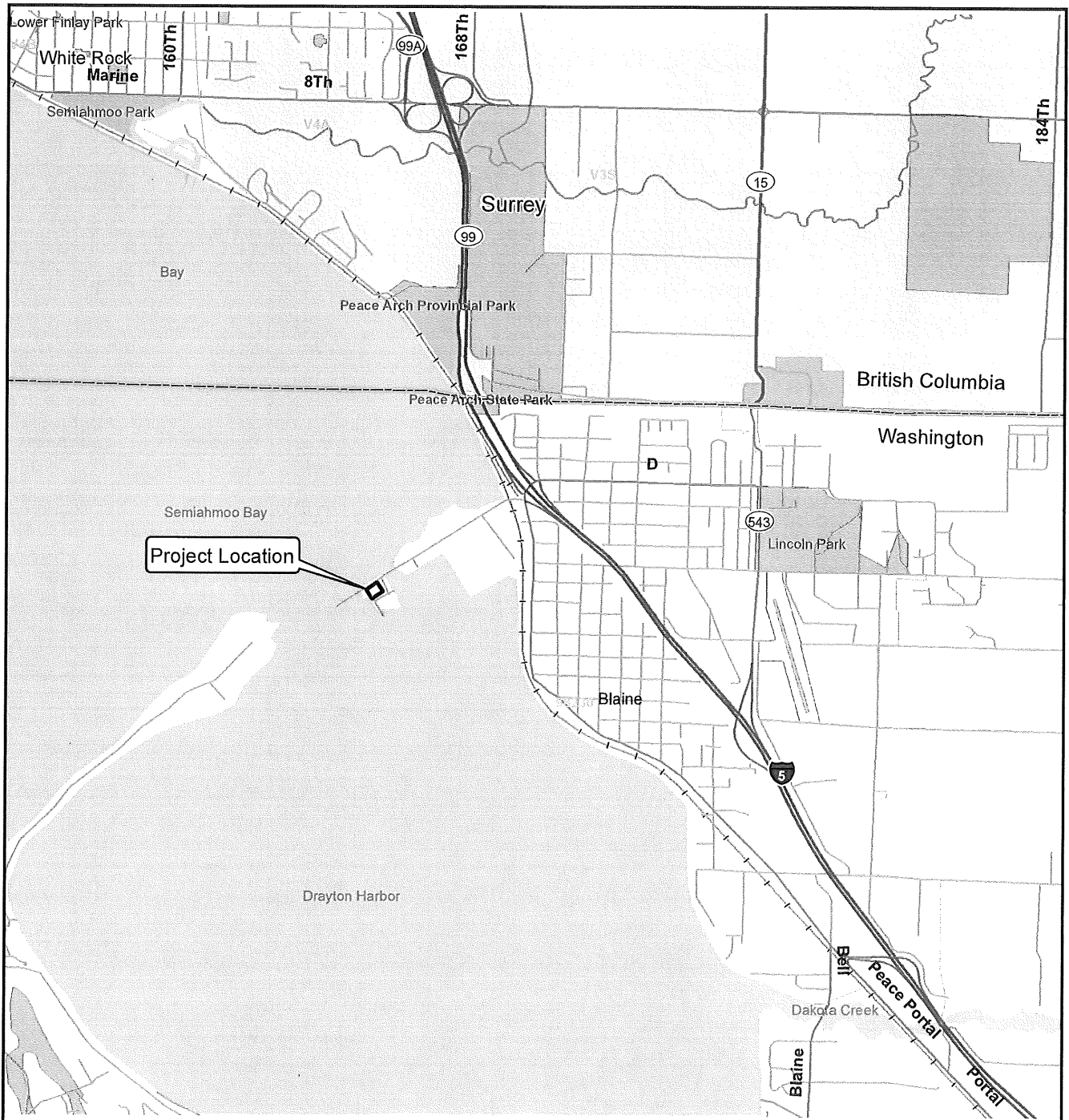
During construction, the existing fuel lines that service the fueling pier would be temporarily disconnected and reinstalled through a penetration in the sheetpile wall.

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: John Heiglatene

Date Submitted: FEBRUARY 28, 2012

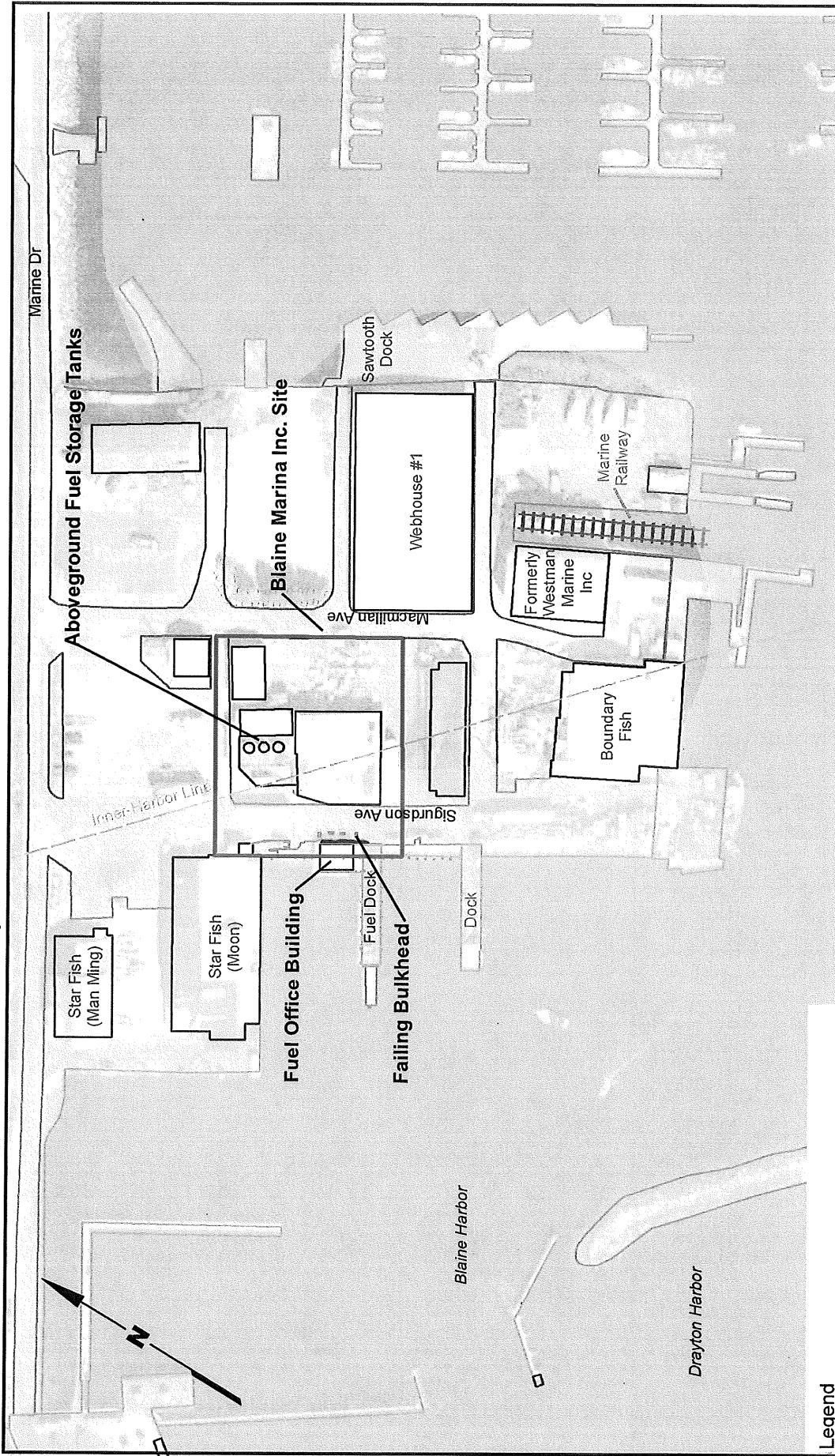


Data Source: ESRI 2008





Blaine Marina Inc.
Blaine Harbor
Blaine, Washington

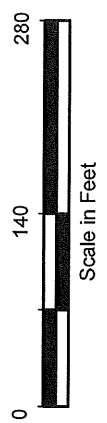
Vicinity Map

Figure
1



Legend

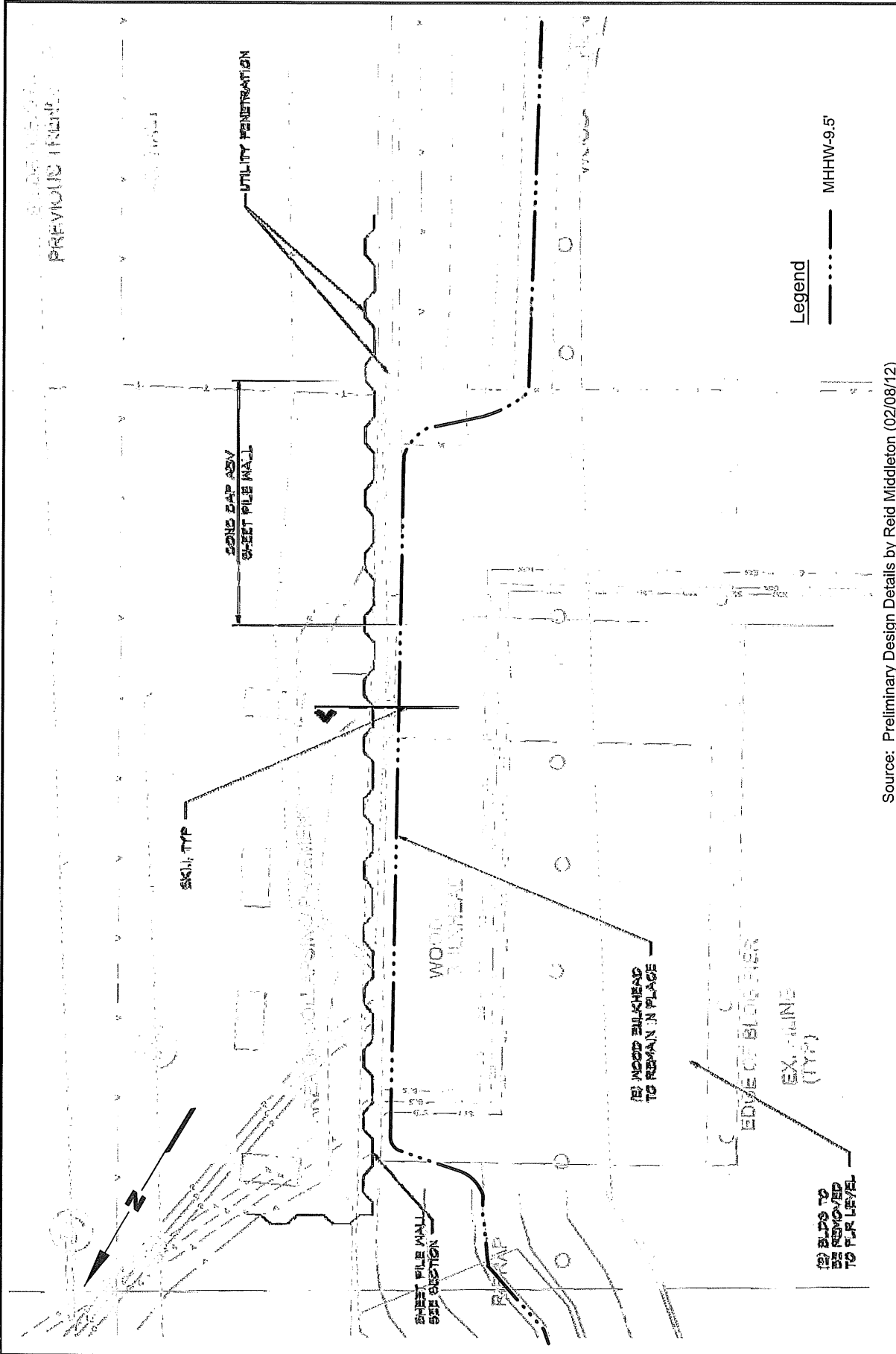
-  Approximate Blaine Marina Inc. Site Boundary;
-  Site Limits to be Determined in the RI/FS
-  100-Year Flood Plain (Zone AE) (FEMA)
-  Existing Building Location



Note
 1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Data Sources: Wilson Engineering; Port of Blaine 2011; Walker and Associates, Inc; Google Earth Professional 2011

Blaine Marina Inc. Blaine Harbor Blaine, Washington	Blaine Marina Inc. Site Plan	Figure 2
---	--	--------------------



Source: Preliminary Design Details by Reid Middleton (02/08/12)

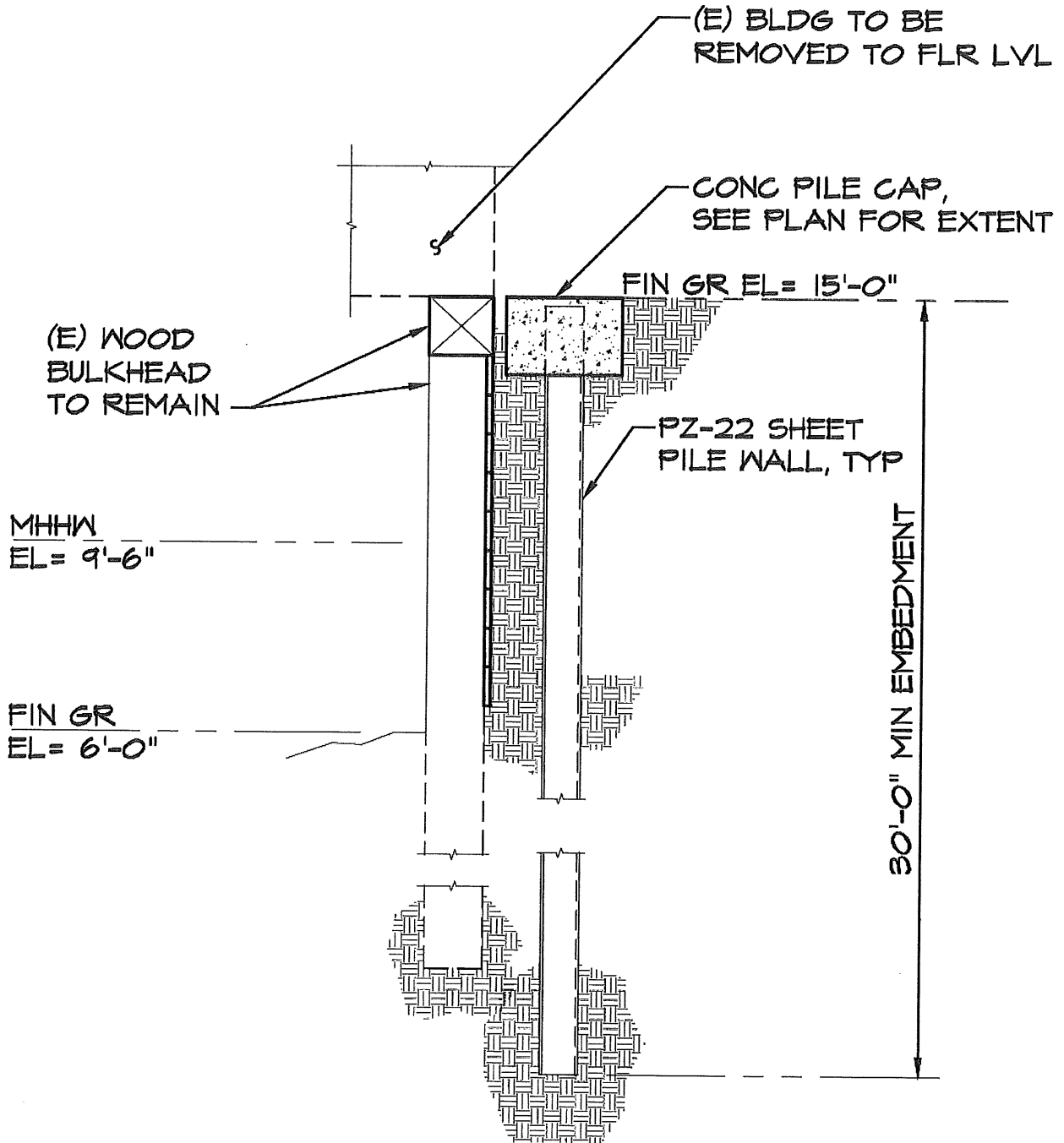
Figure
3a

Sheetpile Bulkhead Repair

Blaine Marina Inc.
Blaine Harbor
Blaine, Washington



LANDAU ASSOCIATES, INC. | V:\001034\010.01\5\SEPA\Figures 3a-3b.dwg (A) "Figure 3b" 2/15/2012



Not to Scale

Source: Preliminary Design Details by Reid Middleton (02/08/12)



Blaine Marina Inc.
Blaine Harbor
Blaine, Washington

Sheetpile Bulkhead Repair
Section

Figure
3b