ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT and ADDENDUM FOR EVERETT SHIP REPAIR VESSEL AND UPLAND WORK ENCLOSURE ADDITION SEPA No. 2025-04

ADOPTION OF and ADDENDUM TO (check appropriate box):

☐ DNS ☒ MDNS ☐ EIS ☐ Other

The Port of Everett has prepared this document to adopt previously prepared environmental review documents prepared under the State Environmental Policy Act (SEPA) WAC 197-11-600 and to addend these documents with additional information about the proposal. The additional information does not change the analysis of alternatives or environmental impacts identified in the original documents.

DESCRIPTION OF CURRENT PROPOSAL:
Everett Ship Repair (ESR) proposes to install an upland abrasive blasting and spray painting enclosure and add a third submersible drydock (Hercules) to its operations. The enclosure will be located in the paved uplands area and the Hercules will be moored adjacent to Pier 3, both within property leased by ESR from the Port of Everett. The new drydock has a lifting capacity of 45,000 tons and is approximately 819 feet long (including overhanging apron) by 174 feet wide. The Hercules will be used for similar maintenance and repair work as the existing drydocks such as hull repair, welding, grinding, painting and engine, propeller and rudder repairs. The Hercules will allow for the service of multiple vessels simultaneously at the facility. Therefore, vessel capacity at the site is anticipated to increase from approximately 50 vessels to approximately 65 vessels per year.

PROPONENT:
Everett Ship Repair
2730 Federal Avenue
Everett, WA 98201

LEAD AGENCY:
Port of Everett
1205 Craftsman Way, Suite 200
Everett, WA 98201

LOCATION OF CURRENT PROPOSAL:
The Project is in the southwest quarter of Section 19, Township 29 North, Range 5 East, Willamette Meridian. The approximate street address is 2730 Federal Avenue, Everett,

Washington. Tax Parcel identification numbers 29051900301600 and 29051900302500 within the Port of Everett Marine Terminals.

TITLE OF DOCUMENTS BEING ADOPTED:

1. Mitigated Determination of Non-Significance (MDNS) for Everett Ship Repair, issued January 3, 2020.
2. SEPA Environmental Checklist prepared by Gavin Higgins dated December 30, 2019.
3. SEPA Adoption and Addendum, issued September 15, 2022.

DESCRIPTION OF DOCUMENTS BEING ADOPTED:

The SEPA Environmental Checklist prepared by Gavin Higgins, Everett Ship Repair, analyzed environmental impacts of a shipyard use to perform maintenance and repair of boats and ships on the site. The MDNS determined that, with conditioned mitigation measures, the project would not have a probable significant adverse impact on the environment. An addendum issued in 2022 included the addition of a semisubmersible barge used as a drydock.

TITLE OF DOCUMENTS BEING ADDENDED:

1. MDNS for Everett Ship Repair, issued January 3, 2020.
2. SEPA Environmental Checklist prepared by Gavin Higgins dated December 30, 2019.
3. SEPA Adoption and Addendum, issued September 15, 2022.

DESCRIPTION OF DOCUMENTS BEING ADDENDED:

1. MDNS for Everett Ship Repair is described above.
2. SEPA Environmental Checklist as described above.

AGENCY THAT PREPARED DECISION DOCUMENTS REFERENCED ABOVE:

Port of Everett

DATE ADOPTED DOCUMENTS WERE PREPARED:

Issue dates are provided above.

IF DOCUMENTS BEING ADOPTED or ADDENDED HAVE BEEN CHALLENGED (WAC 197-11-630), PLEASE DESCRIBE:

No challenges were filed against the initial determination.

THESE DOCUMENTS ARE AVAILABLE TO BE READ AT (PLACE/TIME):

These documents and related project information are available at the Port of Everett Administrative Offices at 1205 Craftsman Way, Suite 200, Everett, Washington from 8:00 a.m. to 5:00 p.m., Monday through Friday.

The Port of Everett adopts the SEPA Environmental Checklist prepared by Gavin Higgins and MDNS prepared by the Port of Everett. The attached addendum provides additional project

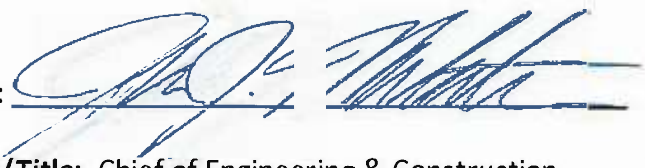
information and mitigation measures which will be implemented relative to the current proposal (Everett Ship Repair Upland Work Enclosure and third drydock). Analysis of the current proposal does not substantially change the analysis of significant impacts on the existing environmental documents. The current proposal remains subject to securing the necessary permits from other agencies with jurisdiction and compliance with those permit conditions.

NAME OF AGENCY ADOPTING THE DOCUMENTS:
Port of Everett

Contact Person: Laura Gurley, Director of Planning Phone: (425) 388-0720

Copies of this Notice of Adoption and Addendum are being sent to agencies with jurisdiction in accordance with WAC 197.11.630.

Responsible Official: John Klekotka, P.E.

Signature:  **Date Issued:** 8/22/25

Position/Title: Chief of Engineering & Construction **Phone:** (425) 388-0715

Address: 1205 Craftsman Way, Suite 200, Everett, WA 98201

Appeals: There is no public comment or appeal period for this Port of Everett SEPA addendum.

SEPA Addendum
Everett Ship Repair Vessel & Upland Work Enclosure Addition

As described in the attached Notice of Adoption and Addendum, the SEPA Responsible Official for the Port of Everett is adopting environmental documents prepared by the Port of Everett. This addendum has been prepared in accordance with WAC 197-11-625 to add information to the existing documents related to the Everett Ship Repair Upland Work Enclosure and third drydock. This information does not substantially change the previous analysis of significant impacts in the existing MDNS. The Everett Ship Repair Upland Work Enclosure and third drydock projects will meet all requirements, restrictions and mitigation measures as dictated through the review processes with the various permit issuing agencies, including Washington Department of Ecology (Ecology), Puget Sound Clean Air Agency (PSCAA), and the City of Everett.

The existing environmental review documents are revised with the information included below and referenced by section numbers in the SEPA Checklist. Text shown in italics presents information being added to the environmental checklist dated December 30, 2019.

A.7. Future Additions, Expansions, or Further Activity:
For addition to this section after the last paragraph.

*Everett Ship Repair is proposing to make two additions to its current plan: 1) Adding an upland abrasive blasting and spray paint enclosure, and 2) adding a third floating submersible drydock (Hercules). This drydock will be moored next to Pier 3 with the existing drydocks moving to the north (see **Exhibit A**, for a layout of the facility and location of the Hercules, and the paint/blast enclosure).*

A.8. Environmental Information Prepared:

- *Revised* Notice of Construction for Approval to Operate application, prepared for PSCAA
- *Revised* Discharge Authorization application, prepared for the City of Everett

A.10. Government Approvals and Permits

- *Revised Ecology NPDES permit*
- *Revised* PSCAA air permit
- *Revised* City of Everett Discharge Authorization
- *Revised* City of Everett Fire Marshall approval
- *City of Everett Building and Shoreline Permits*
- *Revised* Port of Everett approval

A.11. Project Description:
For addition to this section after the last paragraph:

The upland abrasive blasting and spray paint enclosure will be approximately 80 feet long, 40 feet wide, and 25 feet tall. It will consist of two Conex boxes (i.e., cargo containers) that will

have 15-foot double truss roof mounted on top of the Conex boxes. See ***Exhibit B*** *for the proposed structure configuration. The open ends will be covered in 12 mil plastic sheeting. An exhaust stack will be added to the outside of the tent as part of the dust collection and ventilation system with a baghouse/dust collector that will be used during paint and abrasive blasting operations. The location of the paint paint/blast booth can be found in* ***Exhibit A*** *"Site-Layout". ESR's current regulatory authorizations only cover these types of work on the floating drydock. The addition and use of this enclosure will require revisions to regulatory authorizations prior to operations occurring within it.*

This ESR project will add a third submersible drydock to the facility. The Hercules drydock addition will allow ESR to provide much needed repair capacity to the maritime industry. The Hercules will allow ESR to work on larger vessels, including U.S. Navy ships. The Hercules will be used to perform maintenance and repair work including pressure washing, hull repair welding and grinding, painting of hulls and top sides, engine, prop, shaft, and rudder repair and replacement, equipment repair and installation, etc. all similar to those activities performed on ESR's existing drydocks. The Hercules will be moored alongside Pier 3. Haul outs and launches will occur while the dry dock barge is moored at Pier 3. The location of all the drydocks can be seen in **Exhibit A**.

The new dry dock will allow for the service of multiple vessels simultaneously and can service larger vessels at the facility. Therefore, vessel capacity at the site is anticipated to increase from approximately 50 vessels to approximately 65 vessels per year.

These elements will be added to ESR's current Puget Sound Clean Air Agency Permit and National Pollution Discharge Elimination System Permit meeting environmental compliance with Clean Air Act and National Pollution Discharge Elimination System requirements and Best Management Practices. Should it be required, a building permit will be obtained from the City of Everett for the upland painting and blasting facility including review with Everett City Fire Department.

B.2.a. Emissions:
Add this section in the second paragraph:

With the addition of the upland enclosed work structure and the third drydock, the permitted amount of spray coatings and abrasive blasting grit used will not change. The same types of pollution control equipment as to what is being used on the existing drydocks will be used for the enclosure and third drydock and will be reviewed and authorized by PSCAA before construction and operation.

B.2.c. Emissions:
Add to this section to the end of the first paragraph:

The proposed upland enclosed work area will abide by these same measures.

B.3.a.2. Work Over, In or Adjacent to Water:
Revise this section in the first paragraph:

No infrastructure construction would occur over *or in the water. The paint/blast enclosure will be located within 200 feet of the shoreline.* Ship repair work will be performed on the Faithful Servant, the Emerald Lifter, *the Hercules* and pier-side. Access to *the Hercules, Faithful Servant, Riv Tow (staging barge) and Emerald Lifter will be via the retired ferry, Elwha's car port.*

B.3.a.4. Surface Water Withdrawals or Diversions:
Revise this section in the first paragraph:

No. However, submerging the Faithful Servant, and/or Emerald Lifter, *and/or Hercules* will result in temporary movement of surface water within a small portion of Port Gardner Bay, similar to the displacement caused by motion of any larger ship.

B.3.c.1) Water Runoff:
Add to this section to the end of the first paragraph:

The Hercules will have water runoff from the deck from cleaning and hydroblasting, as well as stormwater runoff. All the water on the deck will be contained and will be pumped to the sanitary sewer which falls under ESR's Industrial Wastewater permit issued by Ecology and discharge authorization with the City of Everett.

The paint/blast booth will be fully enclosed and sealed or bermed at the ground level to keep stormwater out and therefore will not affect water runoff.

B.3.d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts

BMPs will be the same as exist currently. Additional BMPs may be added with the required update of the permits

B.S.d. Measures to Preserve or Enhance Wildlife:
Revise this section in the first paragraph:

Screens and strainer baskets are installed on the Faithful Servant, the Emerald Lifter *and the Hercules* to prevent intake of marine debris and marine species with ballast water.

B.6.a. Energy Needs:
Revise this section in the second paragraph: What are the energy needs of the new enclosure? How will equipment used within it be powered?
Add to this to the end of the section:

The Hercules will be powered from existing shore power connection on Pier 3 and the paint/blast booth will also be powered from existing upland electrical infrastructure.

B.7.a.3). Environmental Health, toxic and hazardous chemical:
Add to this section after the second paragraph:

The amount of 1,000 gallons of diesel fuel stored onsite will be increased to approximately 3,500 gallons. Fuel is stored in a double hulled "fuel-cube" container, in the fuel storage area.

B.8.c. Structures on the Site:
Add to this section after the second paragraph:

The Hercules is a submersible drydock with a steel hull and superstructure. Its waterline length is 784 feet (its overall length is 819 feet including the steel apron on one end) and its beam (width) is 174 feet.

The paint/blast booth footprint is 80 feet long, 40 feet wide and 25 feet tall with a 35 feet tall exhaust stack (extending 10 feet above the enclosure).

B.8.i. Resident or Employment Numbers:
Revise this section in the first paragraph:

No one resides on the site. *Employment numbers on site vary, but total employment is estimated at 250 at full capacity.*

B.10.a. Height of Structures, Building Materials:
Add to the section as a new last paragraph:

The height of the Hercules, as measured from the water line, is approximately 67 feet (hull to top of wing wall) and 50 feet from deck level to top of wing wall. The Hercules baghouse/dust collector stack is expected to be less than 75 feet tall (also measured from the water line) and will be supported by the 20-foot-tall light tower on top of the wing wall.

The paint/blast enclosure is approximately 80 feet long, 40 feet wide and 25 feet tall at its highest point. An exhaust stack will be added to the outside of the enclosure as part of the dust collection and ventilation system, with a baghouse/dust collector that will be used during paint and abrasive blasting operations. The baghouse/dust collector stack is expected to be less than 35 feet tall (10 feet taller than the top of the enclosure).

B.10.b. View Impacts:
Add to the section as a new last paragraph:

Views from adjacent properties will not be impacted due to the presence of existing trees, the Terminal Avenue overcrossing, and existing buildings already blocking the view. There is also a

significant elevation difference with the ESR site being at a lower elevation than neighboring properties.

B.16.b. Proposed Utilities:
Revise this section in the second paragraph:

The Faithful Servant, the Emerald Lifter, *and the Hercules* will be connected to shore electrical power by a portable power cord connected to existing electrical service. A temporary conveyance, consisting of a sump pump and flexible hose, will be used to convey wash water from the Faithful Servant, the Emerald Lifter, *and the Hercules* to an existing sanitary sewer lift station at the southeast corner of the site near the Management Office.

Additional Documents:

1. Exhibit A includes the site layout for the third dry-dock (Hercules) on Pier 3.
2. Exhibit B gives the planned dimension and design of the paint/blast booth

Responsible Official: John Klekotka, P.E.

Signature: _____ **Date Issued:** 8/22/25

Position/Title: Chief of Engineering & Construction **Phone:** (425) 388-0715

Address: 1205 Craftsman Way, Suite 200, Everett, WA 98201

Appeals: There is no public comment or appeal period for this Port of Everett SEPA addendum.

Exhibit A
Site Layout

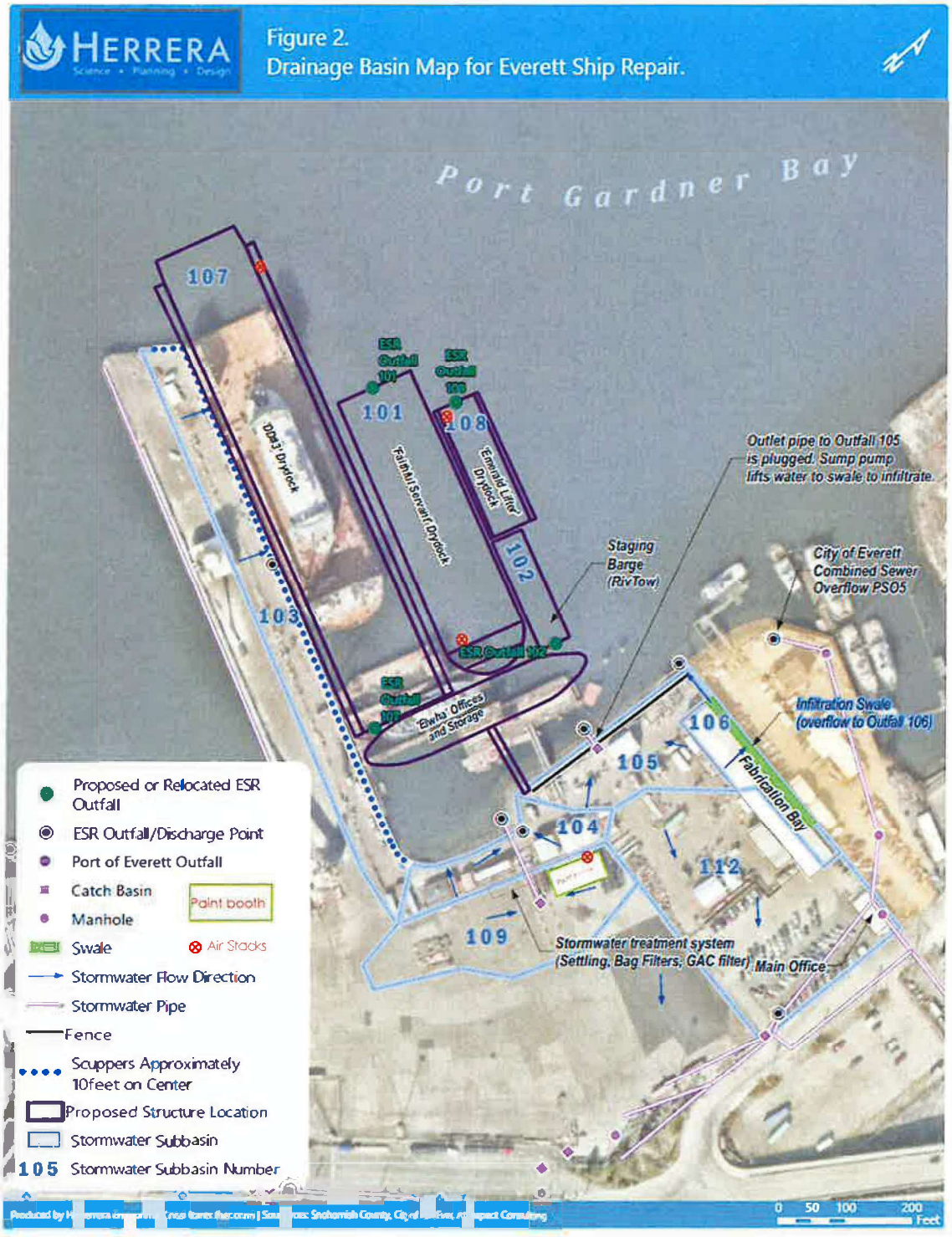
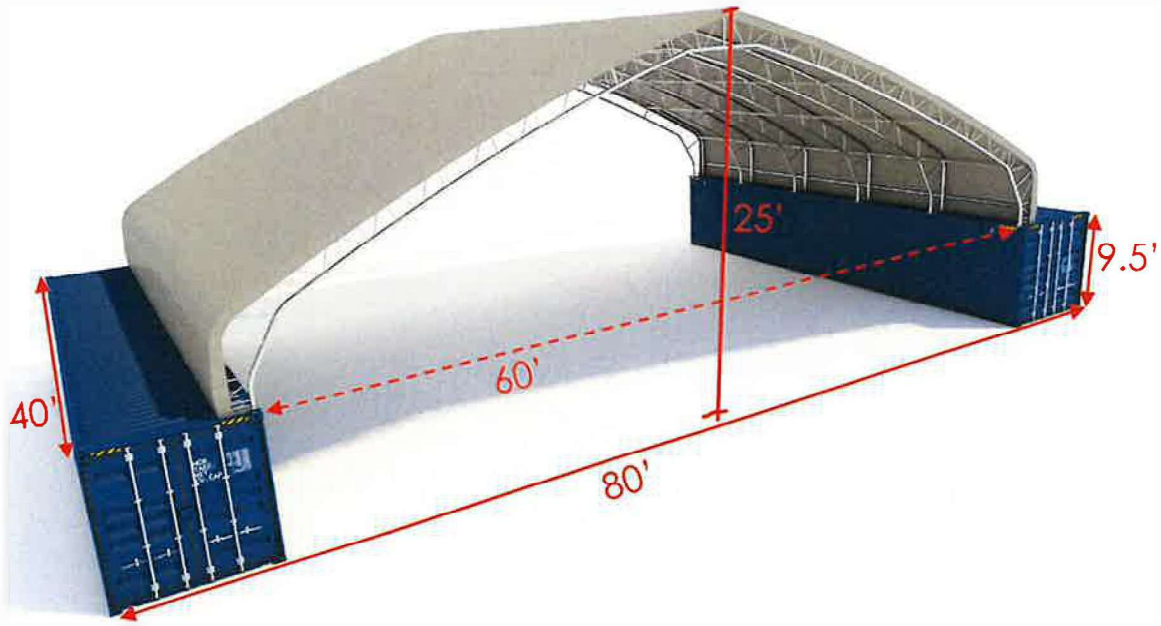


Exhibit B
Paint/Blast Enclosure Dimensions

Double Trussed Paint/Blast Shelter
40 feet length Conex box (cargo container) sides
60 feet covered width between Conex boxes
25 feet tall domed gable
35 feet tall exhaust system not shown (extends 10 feet above roofline)
9.5 feet high Conex box side
Covered square footage is 2,400 ft^2
Overall footprint is 3,200 ft^2
Approximate enclosed volume 70,275 ft^3
Open ends in picture will be fully enclosed with 12 mil plastic sheeting



One Conex box will be for painting operation and the other will be for blasting operations.