



US Army Corps  
of Engineers  
Seattle District



WASHINGTON STATE  
DEPARTMENT OF  
E C O L O G Y

# Joint Public Notice

## Application for a Department of the Army Permit and a Washington Department of Ecology Water Quality Certification and/or Coastal Zone Management Consistency Concurrence

### US Army Corps of Engineers

Regulatory Branch  
Post Office Box 3755  
Seattle, WA 98124-3755  
Telephone: (206) 764-6901  
ATTN: Jacalen Printz,  
Project Manager

### WA Department of Ecology

SEA Program  
Post Office Box 47600  
Olympia, WA 98504-7600  
Telephone: (360) 407-6076  
ATTN: SEA Program,  
Federal Permit Coordinator

**Public Notice Date: March 16, 2021**

**Expiration Date: April 15, 2021**

**Reference No.: NWS-2020-1017-  
WRD**

**Name: Tacoma, Port of (Blair  
Waterway Dredging)**

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Interested parties are hereby notified that the U.S. Army Corps of Engineers (Corps) and the Washington Department of Ecology (Ecology) have received an application to perform work in waters of the U.S. as described below and shown on the enclosed drawings dated January 2021.

The Corps will review the work in accordance with Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Ecology will review the work pursuant to Section 401 of the CWA, with applicable provisions of State water pollution control laws and the Coastal Zone Management Act.

The Corps will also review the work in accordance with Section 14 of the Rivers and Harbors Act of 1899, as codified at 33 U.S.C. Section 408 (Section 408), for work that may alter a Corps civil works project. An alteration is defined as any action that builds upon, alters, improves, moves, occupies or otherwise affects the usefulness, or the structural or ecological integrity of a Corps federally authorized project. The proposed project may alter the Tacoma Harbor Navigation Improvement Study.

**APPLICANT:** Port of Tacoma  
Attention: Mark Rettmann  
Post Office Box 1837  
Tacoma, Washington 98401  
Telephone: (253) 592-6716

**LOCATION:** Washington United Terminal and Husky Terminal in the Blair Waterway, at Tacoma, Washington 98421.

**WORK:** The proposed project is to dredge the two terminals (Washington United Terminal (WUT) and Husky Terminal) to the previously authorized depth of -51 feet mean lower low water (MLLW), with a 1 foot over dredge allowance. Up to 18,810 cubic yards of material over approximately 172, 287 square feet is proposed to be dredged from the WUT terminal site, and up to 8,080 cubic yards of material over approximately 60,751 square feet is proposed to be dredged from the Husky Terminal site. The dredging will be performed by mechanical dredging equipment. A crane mounted on a barge will be positioned in each terminal berthing area using a tug. The crane will be equipped with a clamshell bucket. During dredging operations, the crane operator will complete each pass with the clamshell. Dredged material will be placed on a barge for transportation.

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PURPOSE: To provide safe vessel berthing.

### DREDGED MATERIAL MANAGEMENT PROGRAM (DMMP):

Dredged Material Testing: The proposed dredged material has been tested according to the procedures specified by DMMP, a multi-agency program for the evaluation of dredged material proposed for disposal at open-water sites in Washington State. Prior to completing our review, the proposed dredged material must be reviewed according to the procedures specified by the Dredged Material Management Program (DMMP). The DMMP evaluation may include both chemical and biological testing of sediments. For this project, the DMMP agencies will determine whether the dredged material is suitable for disposal at a DMMP open-water disposal site or must be disposed of at an upland location. The sediment testing data will be available at the Corps, Seattle District, Dredged Material Management Office. The applicant is currently proposing to dispose the material at the Commencement Bay non-dispersive unconfined, open water disposal site.

Disposal Site Use Conditions: The following standard site-use conditions will be specified by the Corps and the Washington Department of Natural Resources as part of the Federal/State permitting processes if a permit is issued: (1) disposal operations must not interfere with Indian treaty fishing at the disposal site, including gill nets and other fishing gear; (2) the permittee must coordinate any nighttime disposal with the Corps, Seattle District, Regulatory Branch Project Manager; and (3) approval must be received from the District Engineer prior to conducting nighttime disposal. Other appropriate special conditions may be added as a result of comments received during the public review period for this public notice.

ADDITIONAL INFORMATION: The work would be completed over a 5-year period.

MITIGATION: No mitigation is proposed by the Port of Tacoma.

ENDANGERED SPECIES: The Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 of the ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat. After receipt of comments from this public notice, the U.S. Army Corps of Engineers will evaluate the potential impacts to proposed and/or listed species and their designated critical habitat.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The proposed action would impact EFH in the project area. If the U.S. Army Corps of Engineers (Corps) determines that the proposed action may adversely affect EFH for federally managed fisheries in Washington waters, the Corps will initiate EFH consultation with the NMFS. The Corps' final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NMFS.

CULTURAL RESOURCES: The Corps has reviewed the latest published version of the National Register of Historic Places, Washington Information System for Architectural and Archaeological Records Data and other sources of information. Historic properties are recorded near the proposed project. However, they do not occur in the permit area, which has been dredged in the past. The permit area was created in modern times and there is little likelihood that the proposed project will impinge on any historic property. The Corps invites responses to this public notice from Native American Tribes or tribal governments; Federal, State, and local agencies; historical and archeological societies; and other parties likely to have knowledge of or concerns regarding historic properties and sites of religious and cultural significance at or near the project area. After receipt of comments from this public

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notice, the Corps will evaluate potential impacts and consult with the State Historic Preservation Officer and Native American Tribes in accordance with Section 106 of the National Historic Preservation Act, as appropriate.

**PUBLIC HEARING:** Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

**EVALUATION – CORPS:** The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The Corps is soliciting comments from the public; Native American Nations or tribal governments; Federal, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for the work. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.

The described discharge will be evaluated for compliance with guidelines promulgated by the Environmental Protection Agency under authority of Section 404(b)(1) of the CWA. These guidelines require an alternatives analysis for any proposed discharge of dredged or fill material into waters of the United States.

**EVALUATION – ECOLOGY:** Ecology is soliciting comments from the public; Federal, Native American Nations or tribal governments, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Ecology will be considering all comments to determine whether to certify or deny certification for the proposed project.

**ADDITIONAL EVALUATION:** City of Tacoma is reviewing an exemption from the requirement of obtaining a Shorelines Substantial Development permit for this project.

**COMMENT AND REVIEW PERIOD:** Conventional mail or e-mail comments on this public notice will be accepted and made part of the record and will be considered in determining whether authorizing the work would not be contrary to the public interest. In order to be accepted, e-mail comments must originate from the author's e-mail account and must include on the subject line of the e-mail message the permit applicant's name and reference number as shown below. Either conventional mail or e-mail comments must include the permit applicant's name and reference number, as shown below, and the commenter's name, address, and phone number. All comments whether conventional mail or e-mail must reach this office, no later than the expiration date of this public notice to ensure consideration.

**CORPS COMMENTS:** All e-mail comments should be sent to [jacalen.m.printz@usace.army.mil](mailto:jacalen.m.printz@usace.army.mil). Conventional mail comments should be sent to: U.S. Army Corps of Engineers, Regulatory Branch, Attention: Jacalen Printz, P.O. Box 3755, Seattle, Washington 98124-3755. All comments received will become

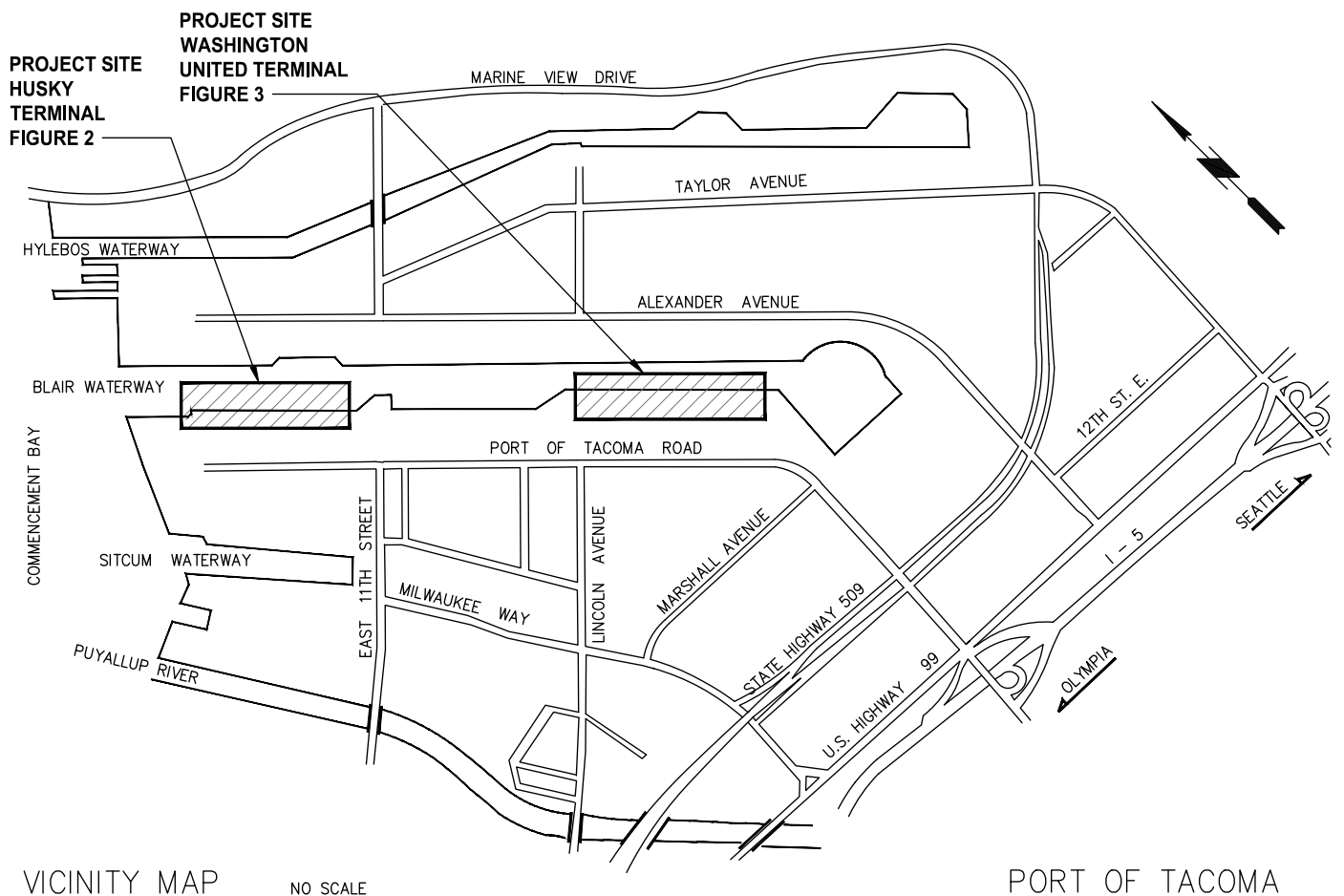
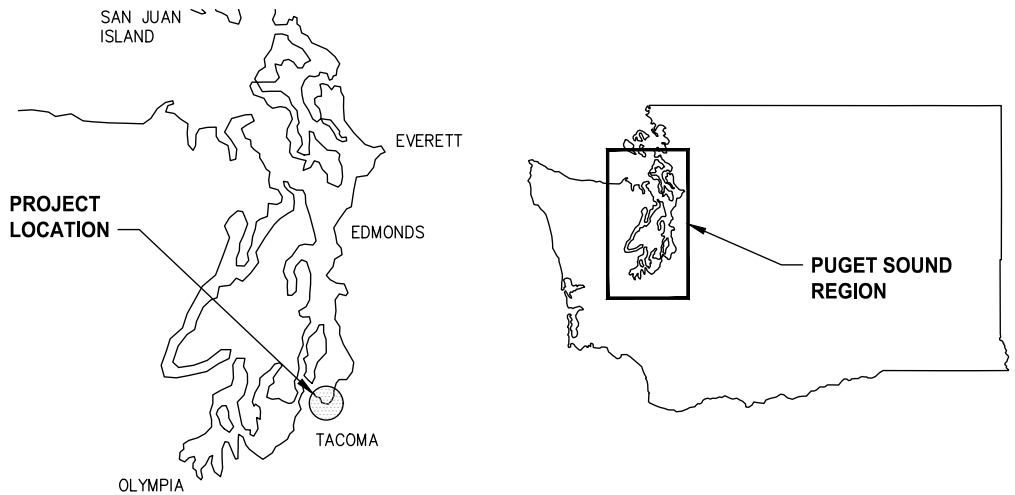
**NWS-2020-1017-WRD, Tacoma, Port of**

part of the administrative record and are subject to public release under the Freedom of Information Act including any personally identifiable information such as names, phone numbers, and addresses.

ECOLOGY COMMENTS: Any person desiring to present views on the project pertaining to a request for water quality certification under Section 401 of the CWA and/or Coastal Zone Management consistency concurrence, may do so by submitting written comments to the following address: Washington State Department of Ecology, Attention: Federal Permit Coordinator, Post Office Box 47600, Olympia, Washington 98504-7600, or e-mail to [ecyrefedpermits@ecy.wa.gov](mailto:ecyrefedpermits@ecy.wa.gov).

To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: Tacoma, Port of; NWS-2020-1017-WRD

Encl: Figures (5)



**NOTES:**

1. HIGH TIDE LINE (HTL) HAS NOT BEEN IDENTIFIED FOR THIS AREA. FOR THE PURPOSES OF THIS DOCUMENT HTL IS ASSUMED TO BE THE HIGHEST ASTRONOMICAL TIDE (HAT)

PURPOSE: TO PERFORM BERTH MAINTENANCE DREDGING AT THE PORT OF TACOMA HUSKY AND WASHINGTON UNITED TERMINALS

DATUM: VERTICAL PORT DATUM  
HTL (HAT) = 13.78' SEE NOTE 1, FIGURE 1  
MLLW = 0.00'

ADJACENT PROPERTY OWNERS:  
PORT OF TACOMA, DNR/WASHINGTON STATE,  
TACOMA INDUSTRIAL PROPERTIES  
USACE REF #: NWS-2020-1017-WRD

**FIGURE 1 - VICINITY MAP**



P.O. BOX 1837 TACOMA, WA 98401 (253)383-5841

PROJECT: BLAIR WATERWAY MAINTENANCE DREDGE  
ADDRESS: 1101 PORT OF TACOMA ROAD  
TACOMA, WA 98421  
PARCEL#: 2275200610, 0321353016, 0321353014, 0321353011,  
0321354035  
LAT/LONG: 47.263407N 122.391894W  
SECT/TOWN/RANGE: SEC27, 35 T21N R3E  
IN: BLAIR WATERWAY  
COUNTY OF: PIERCE  
STATE OF: WA  
APPLICATION BY: PORT OF TACOMA  
SHEET 1 OF 5

JANUARY 2021

**NOTES**

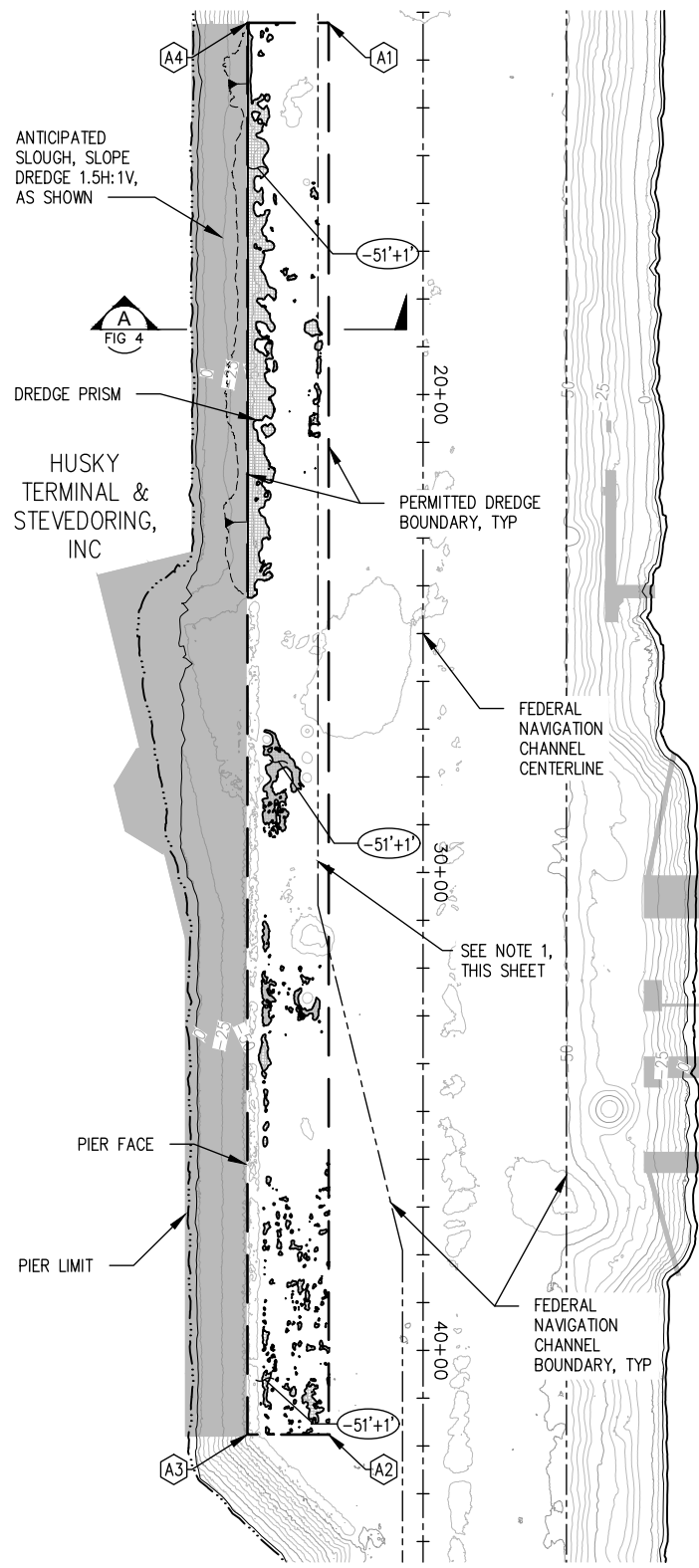
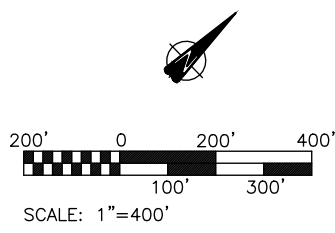
1. NAVIGATION CHANNEL PRIOR TO PIER 4 REDEVELOPMENT SHOWN, ADJUSTMENT TO BE MADE TO ALIGN WITH NEW PIER FACE

**LEGEND**

- PERMITTED DREDGE BOUNDARY
- ANTICIPATED DREDGE PRISM
- 20+00  
FEDERAL NAVIGATION CHANNEL CENTERLINE
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- (-X'+X')  
DESIGN DREDGE DEPTH & OVERDREDGE, MLLW DATUM
- xx  
UPLAND/BATHYMETRIC CONTOUR, MLLW DATUM
- PIER
- HIGH TIDE LINE (HTL)
- POTENTIAL SLOPE DREDGE/SLOUGH BOUNDARY

**DREDGE BOUNDARY - HORIZONTAL CONTROL**

POINT	NORTHING	EASTING
A1	N 714699.85	E 1165512.27
A2	N 712643.81	E 1167633.72
A3	N 712521.74	E 1167515.41
A4	N 714577.78	E 1165393.96



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**ADJACENT PROPERTY OWNERS:**  
PORT OF TACOMA, DNR/WASHINGTON STATE,  
TACOMA INDUSTRIAL PROPERTIES  
USACE REF #: NWS-2020-1017-WRD

**FIGURE 2 - SITE PLAN -  
HUSKY TERMINAL**

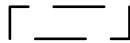

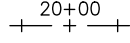
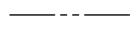



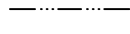
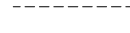
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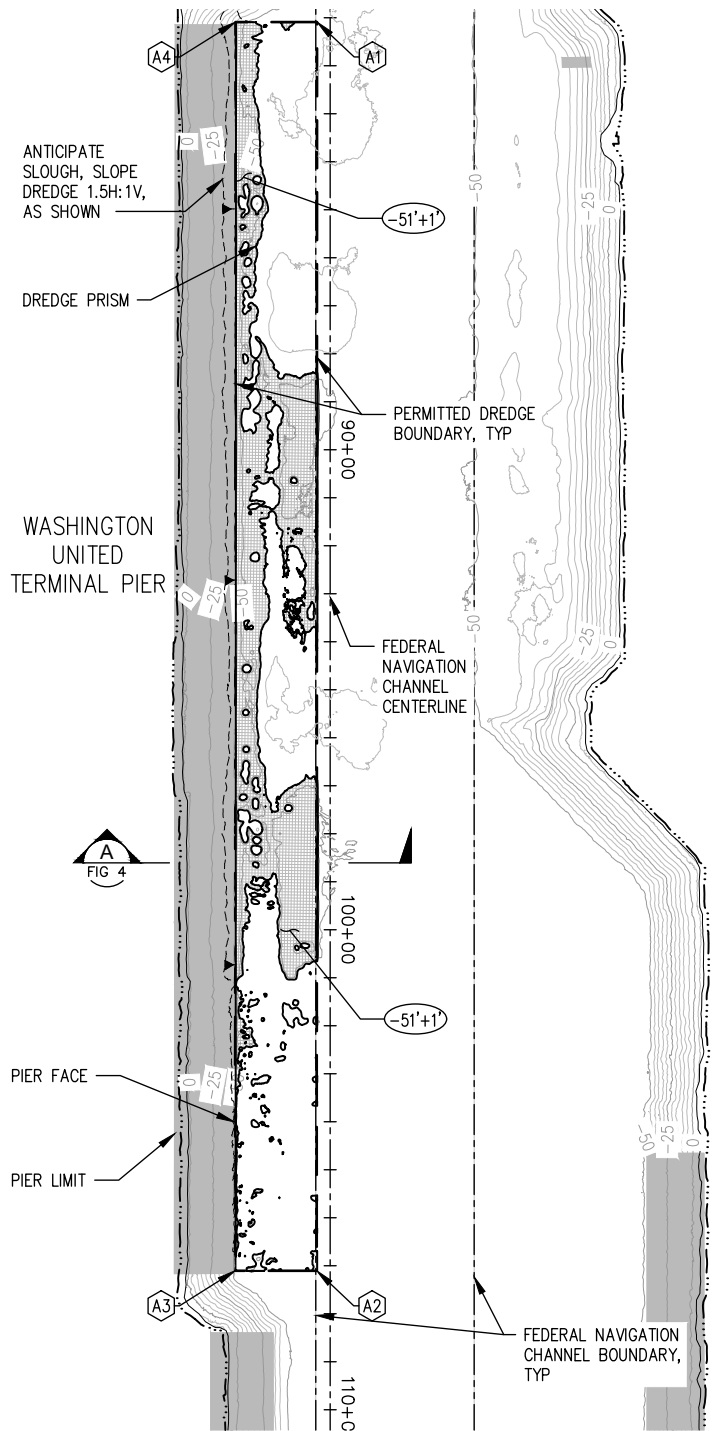
**PROJECT:** BLAIR WATERWAY MAINTENANCE DREDGE  
**ADDRESS:** 1101 PORT OF TACOMA ROAD  
TACOMA, WA 98421  
**PARCEL#:** 2275200610, 0321353016, 0321353014, 0321353011, 0321354035  
**LAT/LONG:** 47.263407N 122.391894W  
**SECT/TOWN/RANGE:** SEC27, 35 T21N R3E  
**IN:** BLAIR WATERWAY  
**COUNTY OF:** PIERCE  
**STATE OF:** WA  
**APPLICATION BY:** PORT OF TACOMA  
**SHEET 2 OF 5**

JANUARY 2021

Plotted: Jan 28, 2021 - 3:56pm frendoza Layout: JARPA-2  
N:\2020\2000178 POT Blair Waterway Maintenance Dredge\Drawings\JARPA-2021\F.M\JARPA-2 Husky Terminal.dwg

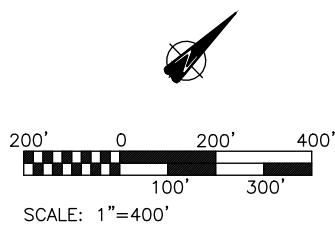
**LEGEND**

-  PERMITTED DREDGE BOUNDARY
-  ANTICIPATED DREDGE PRISM
-  20+00  
FEDERAL NAVIGATION CHANNEL CENTERLINE
-  FEDERAL NAVIGATION CHANNEL BOUNDARY
-  (-X'+X')  
DESIGN DREDGE DEPTH & OVERDREDGE, MLLW DATUM
-  xx  
UPLAND/BATHYMETRIC CONTOUR, MLLW DATUM
-  PIER
-  HIGH TIDE LINE (HTL)
-  POTENTIAL SLOPE DREDGE/SLOUGH BOUNDARY



**DREDGE BOUNDARY - HORIZONTAL CONTROL**

POINT	NORTHING	EASTING
A1	N 710030.42	E 1170578.80
A2	N 708219.44	E 1172446.27
A3	N 708097.39	E 1172327.93
A4	N 709908.38	E 1170460.46



PURPOSE: TO PERFORM BERTH MAINTENANCE DREDGING AT THE PORT OF TACOMA HUSKY AND WASHINGTON UNITED TERMINALS

DATUM: VERTICAL PORT DATUM  
HTL (HAT) = 13.78' SEE NOTE 1, FIGURE 1  
MLLW = 0.00'

ADJACENT PROPERTY OWNERS:  
PORT OF TACOMA, DNR/WASHINGTON STATE,  
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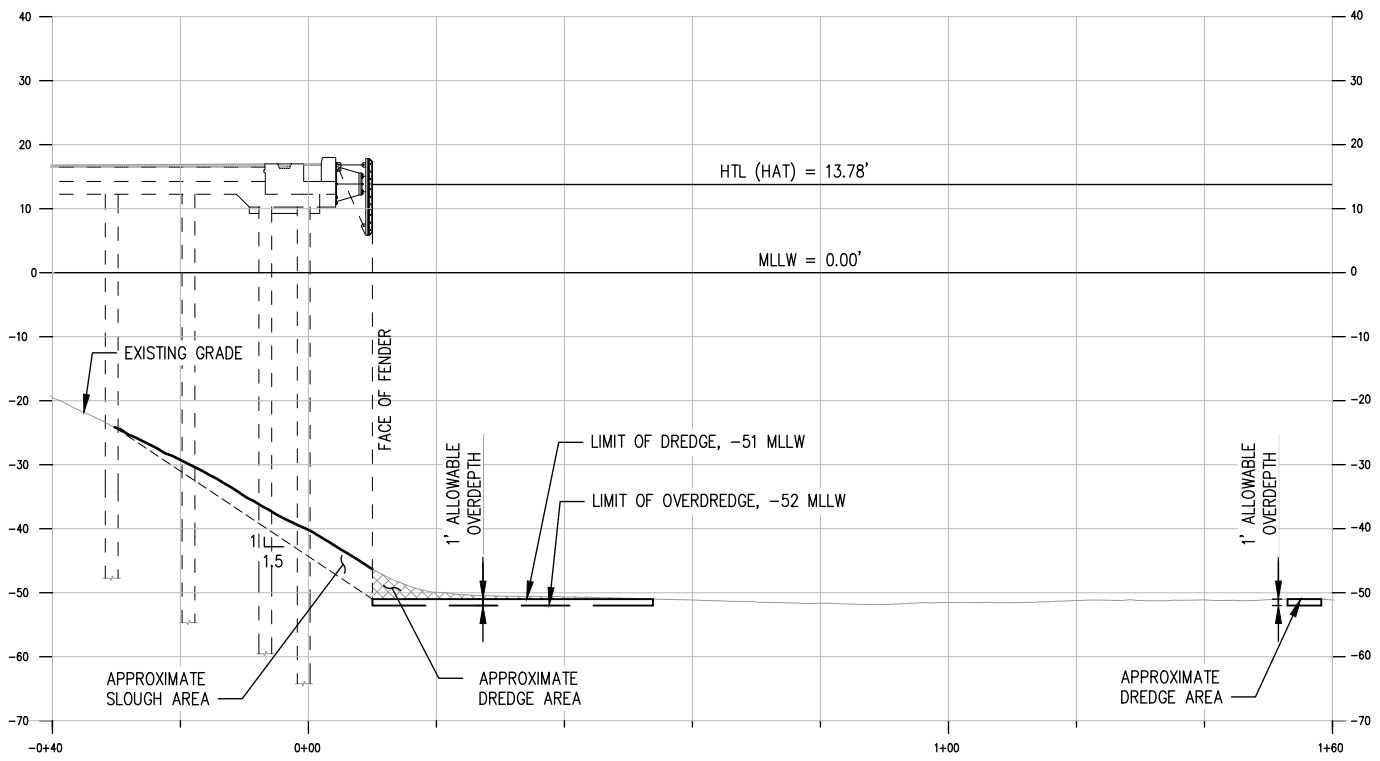
**FIGURE 3 - SITE PLAN - WASHINGTON UNITED TERMINAL**



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STATE OF: WA  
APPLICATION BY: PORT OF TACOMA  
SHEET 3 OF 5

JANUARY 2021



**SECTION A - TYPICAL SLOPE**  
NOT TO SCALE

**NOTES**

1. ELEVATIONS SHOWN IN SECTIONS ARE BASED ON MEAN LOWER LOW WATER DATUM, MLLW.
2. DREDGE DEPTH SHALL NOT GO BEYOND LIMITS AND DEPTHS SHOWN. DREDGE DEPTH SHALL NOT GO BEYOND THE ALLOWABLE OVERDEPTH SHOWN, UNLESS APPROVED IN WRITING BY THE PORT.
3. DREDGE CUTS ARE ANTICIPATED TO RESULT IN SLOUGHING OF SLOPE MATERIAL FROM ABOVE.

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USACE REF #: NWS-2020-1017-WRD

**FIGURE 4 - TYPICAL SLOPE PROTECTION DETAIL**

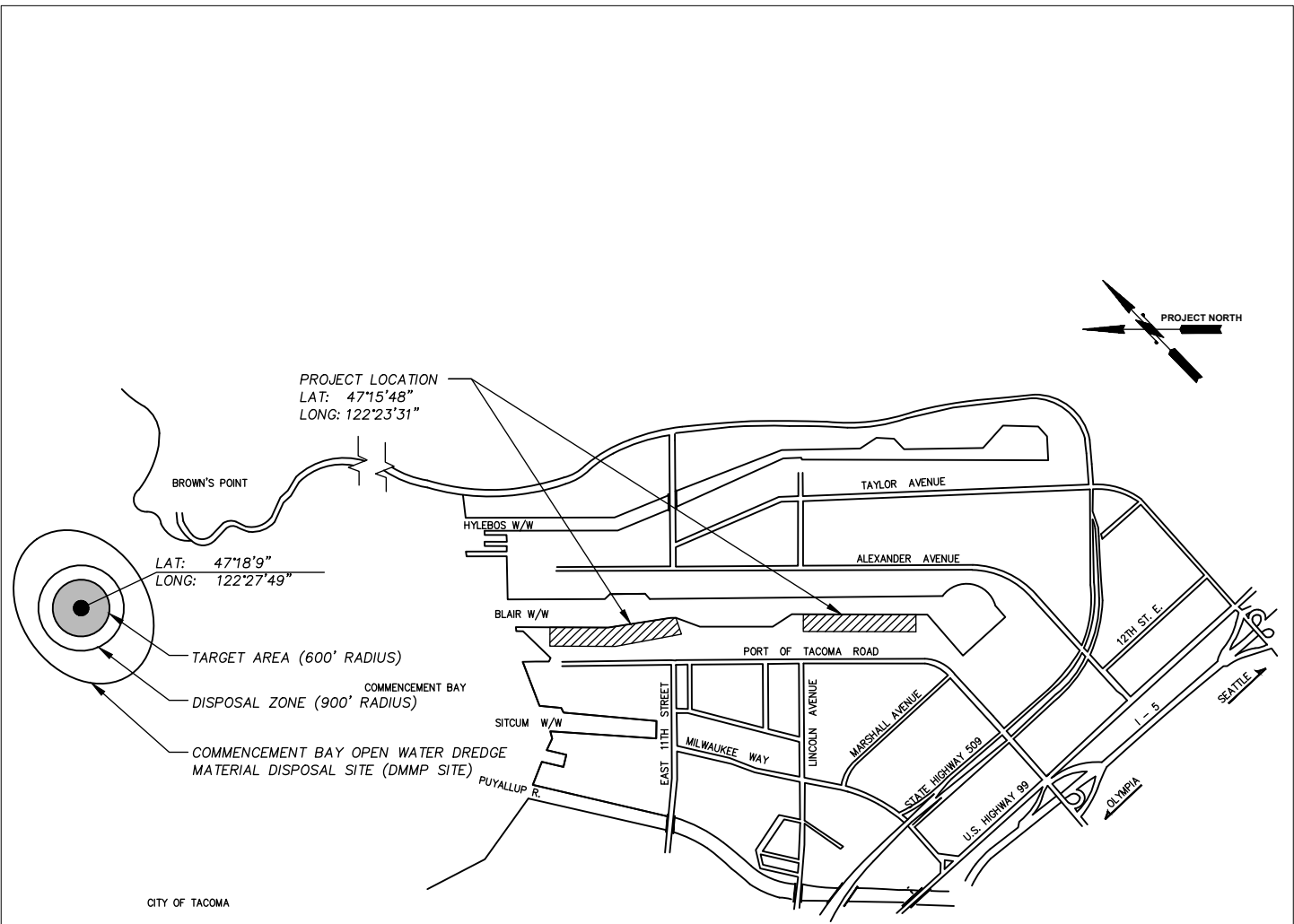


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SHEET 4 OF 5

JANUARY 2021





**NOTES:**

1. THE DMMP DISPOSAL SITE IS SHOWN CLOSER THAN THE ACTUAL SITE DISTANCE.
2. COMMENCEMENT BAY IS A NON-DISPERSIVE, UNCONFINED, OPEN-WATER DREDGE MATERIAL DISPOSAL (DUMP) SITE.

DISPOSAL SITE

NO SCALE

PORT OF TACOMA

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**FIGURE 5 - DISPOSAL SITE**



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