

**SEATTLE PUBLIC UTILITIES
SEPA ENVIRONMENTAL CHECKLIST**

This SEPA environmental review of Seattle Public Utilities' (SPU) Drainage and Wastewater South Operations Center Development Project has been conducted in accordance with the Washington State Environmental Policy Act (SEPA) (RCW 43.21C), State SEPA regulations [Washington Administrative Code (WAC) Chapter 197-11], and the City of Seattle SEPA ordinance [Seattle Municipal Code (SMC) Chapter 25.05].

A. BACKGROUND

1. Name of proposed project:

Drainage and Wastewater South Operations Center Project

2. Name of applicant:

Seattle Public Utilities

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

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4. Date checklist prepared:

June 27, 2017

5. Agency requesting checklist:

Seattle Public Utilities (SPU)

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

The current project schedule shows construction occurring in 2019, requiring approximately 240 working days to complete, with substantial completion expected in December 2019. At this point in time, SPU anticipates the site would be occupied and fully operational in March 2020.

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

There are no plans for future additions or further activity related to this proposal.

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

- Phase I Environmental Site Assessment (Earth Consulting Group, Inc., December 2012)
- Site-Specific Seismic Evaluation Report (SPU, October 2016)
- Final Geotechnical Report (SPU, June 2017)
- Critical Area Assessment Report (The Watershed Company, April 2017)
- Supplemental Phase II Environmental Site Assessment (EHS International, Inc., April 2017)
- Final Transportation Technical Report (Heffron Transportation, Inc., May 2017)
- Cultural Resources Assessment (SWCA Environmental Consultants, May 2017)

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.

There are no known applications pending for governmental approvals of other proposals directly affecting the property covered by this proposal.

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

The following permits and approvals may be required to construct this Project:

U.S. Corps of Engineers authorizations for:

- Rivers and Harbors Act, Section 10 and Clean Water Act, Section 404; including compliance review for:
 - National Historic Preservation Act, Section 106
 - Endangered Species Act
 - Magnuson-Stevens Fishery Conservation and Management Act
 - Clean Water Act, Section 401
 - Coastal Zone Management Act

Washington State Department of Fish and Wildlife (WDFW)

- Hydraulic Project Approval

Seattle Department of Construction and Inspections (SDCI; Project #3027104)

- Master Use Permit, including Shoreline Substantial Development Permit and Environmentally Critical Areas Review
- Cultural Resources Review (will occur as part of Building Permit approval process)
- Building/Construction Permits, including Commercial Building Permit(s), Electrical Permit(s), HVAC Permit(s), Mechanical (Plumbing) Permit(s), and Fire System Permit

Seattle Department of Transportation (SDOT)

- Street Improvement Permit
- Street Use Permit

11. Give a 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.

The City of Seattle’s Charles Street Campus located at 1036 7th Avenue South in the City’s International District is a shared site housing staff and equipment from several City departments, including SPU’s Drainage and Wastewater (DWW) System Maintenance Division, the Department of Finance and Administrative Services (FAS) Fleet Services, and SDOT Operations. Activities of these departments have outgrown the capacity of the Campus and significant space challenges have appeared in recent years. In addition, 2013 construction completion of SDOT’s First Hill Streetcar Maintenance Facility at the Campus further congested an already over-crowded site. Charles Street Campus does not adequately meet the City’s operational needs for office and yard space and is unable to accommodate modifications, additions, or space reconfigurations that would adequately meet the City’s operational needs.

SPU’s DWW System Maintenance Division provides drainage and wastewater maintenance services in the City of Seattle. SPU recently determined that the DWW System Maintenance All-City and South District crews and equipment must be relocated from the Charles Street Campus to meet space needs. To improve integration and efficiency, SPU and FAS have decided to co-locate the following staff and their equipment and supplies:

- DWW System Maintenance Division – All-City and South District maintenance crews;
- DWW System Maintenance Division – Maintenance Strategies and Planning Section;
- SPU Source Control and Fats, Oils, and Grease (FOG) Program staff;
- SPU Fleets and Warehouse staff;
- SPU Emergency Management, Safety, and Security staff; and
- FAS Vehicle Maintenance work unit.

To accommodate these operations, SPU plans to redevelop its property located at 4500 West Marginal Way Southwest (tax parcel 7666703680) by renovating the existing building and making related site improvements for a DWW South Operations Center. Existing improvements on this parcel consist of paved roadways and parking areas, a two-story pre-fabricated steel structure, and a small accessory structure used for tire storage. The main structure is a pre-engineered building constructed in 1996 as the headquarters for Gray Line of Seattle. Currently, SPU leases the site to Greyhound Lines, Inc. and Alaska Coach Tours for use as a bus fleet and maintenance facility.

Redevelopment would renovate approximately 36,000 square feet (SF) of interior space and approximately 75,000 SF of exterior space on the parcel. Building renovation would focus on optimizing space for office uses, shared uses (such as meeting spaces, locker rooms and lunch rooms) and storage, operation, and support functions. Renovation would replace or upgrade the main building’s roof and exterior walls and mechanical systems, including heating and cooling, plumbing, and electrical systems. Exterior space improvements are expected to include installation of new buried utilities, repairs to existing stormwater piping and sanitary sewer facilities on and off-site, retrofitting paved areas with stormwater bioretention areas, adding a 40 foot tall radio tower adjacent to the main building for dispatch and emergency services, installing solar energy and rainwater harvest systems, constructing several lightly

loaded structures that would be used primarily for storage and parking, and removing and replacing existing paved surfaces in areas to facilitate site and utility improvements. New structures would likely be supported with new shallow foundations. Additional site improvements would include enhancing safety at an existing railroad and bike path crossing at the site entrance, planting additional trees, and adding up to four electric vehicle charging stations. SPU intends that redevelopment of the site will meet a minimum Leadership in Energy and Environmental Design (LEED) Gold rating. (LEED is a rating system to measure the environmental sustainability of a building project.) The completed Project would operate seven days every week, would be completely fenced, and would be accessible only to those individuals having required authorization.

- 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 property is located at 4500 West Marginal Way Southwest (tax parcel 7666703680) in the Industrial District West neighborhood of the City of Seattle (Attachments A and B). The 261,361 SF (6 acre) property is bordered by Herring's House Park [Seattle Department of Parks and Recreation (SPR)] to the south, industrial lands to the north and east, and by West Marginal Way Southwest on the west. The property is in the NW ¼ of Section 18, Township 24 North, Range 04 East.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

Flat Rolling Hilly Steep Slopes Mountainous
 Other:

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

The property is predominantly paved and flat, with slopes less than 2 percent across the site.

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The Project site and surrounding area are within the former Duwamish River estuary that has been filled in the past for industrial and other commercial uses. Except for a few small planting beds and the two structures, the Project site is paved. Soil materials generally consist of fill deposits found immediately below paved surfaces and up to approximately 9 feet thick across the site. Natural silt overbank deposits 4 to 5 feet thick are located below the fill deposits. Alluvium consisting of sand, silty sand, and silt is

located below the silt overbank deposits and fill. Thickness of the alluvium increases from west to east, ranging from 4 to 13 feet along the western property boundary and 22 to 30 feet at the location of the main building. Estuarine deposits are located below the alluvium, ranging from 2 to 8 feet thick along the western property boundary and 16 to 19 feet thick at the location of the main building. Estuarine deposits generally consist of very soft sandy silt and loose to medium dense silty sand with scattered shell fragments and wood. The estuarine deposits are situated on top of Pre-Olympia-age glacial deposits of very dense silt.

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

The Project is in a liquefaction-prone area—an Environmentally Critical Area identified and mapped by SDCI (<http://web6.seattle.gov/DPD/Maps/dpdgis.aspx>). Liquefaction-prone areas are underlain by cohesion-less soils or fill of low density usually associated with a shallow groundwater table, which lose substantial strength during earthquakes.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate the source of fill.

Redevelopment of this site would require excavation and grading related to soil and groundwater remediation, relocation and/or installation of utilities, and construction of building foundations and bioretention areas and other stormwater management features. The total disturbed area and volumes resulting from that activity are not yet known. If suitable, excavated material is anticipated to be reused on-site as fill. If needed, clean structural fill would be imported as a subbase for building foundations.

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

Excavations for building foundations, trenching for utilities, and retrofitting parking areas with stormwater management features could result in exposed soil and an increase in erosion and sediment transport off-site. However, an approved stormwater pollution prevention plan (SWPPP) would be implemented as a condition of the Project's construction, thereby minimizing erosion during construction. Also, the Project would be required to comply with the temporary erosion and sedimentation control (TESC) requirements of Seattle's Stormwater Code (SMC Chapter 22.802), which would require preparation of a Drainage Control Plan and a Construction Stormwater Control Plan (CSCP). Standard erosion control best management practices (BMPs) would be employed to control erosion during construction and use of the site. All disturbed areas would be re-paved or landscaped/revegetated.

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

Approximately 99 percent of the property is currently covered with impervious surfaces. After Project completion, the site's impervious area would be reduced to approximately 91 percent due to the construction of tree planters and additional planting beds, and installation of bioretention areas or other stormwater treatment and onsite stormwater management features.

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

No filling or excavation would take place in or near watercourses or wetlands and BMPs would be used to protect the existing stormwater drainage systems and to minimize erosion and sedimentation. BMPs (as identified in the City of Seattle’s Stormwater Code SMC 22.800 through 22.808, Director’s Rule: 2009-004 SPU/16-2009 DPD, and Volume 2 Construction Stormwater Control Technical Requirements Manual) would be used to manage stormwater runoff, construction disturbance, and erosion as needed during construction. Also, all work would be required to be performed with an approved TESC and SWPPP.

2. Air

a. What types of emissions to the air would result from the proposal [e.g., dust, automobile, odors, industrial wood smoke, greenhouse gases (GHG)] during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Construction equipment would include hand-held power tools, gasoline and diesel-powered compressors and generators, and gasoline and diesel-powered vehicles. Due to the combustion of gasoline and diesel fuels, these tools would generate greenhouse gas emissions (GHG) such as oxides of nitrogen and oxides of carbon, as well as particulate matter and smoke, uncombusted hydrocarbons, hydrogen sulfide, and water vapor. Other emissions during construction may include dust. These effects are expected to be localized, temporary, and minimized.

The Project would produce GHGs in three ways: embodied energy in materials to be installed on the Project; energy expended through construction activity (as described above); and energy expended during regular operation, maintenance, and monitoring activities throughout the anticipated 25-year lifespan of the completed Project. However, because the Project would result in the relocation of existing operations that already have air impacts, this SEPA environmental review assumes the completed Project would result in no additional operational impacts related to air other than the relocation of those impacts from the Charles Street Campus primarily to the Project location approximately 1.5 miles to the southeast.

Total GHG emissions for the Project are estimated to be 2,700 metric tons of carbon dioxide emission (MTCO_{2e}). The GHG emissions calculations are shown in Attachment C and summarized in the table below. One metric ton is equivalent to 2,204.6 pounds.

The Project would demolish and remove existing concrete and asphalt surfaces. The estimated volume of replacement asphalt and concrete is approximately 980 cubic yards (CY), which is estimated to embody 2,646 MTCO_{2e}. Embodied energy in other materials (such as aggregate bedding, construction materials, and so forth) used in this Project has not been estimated as part of this SEPA environmental review due to the difficulty and inaccuracy of calculating those estimates.

The Project would generate GHG emissions during the construction period through the operation of diesel- and gasoline-powered equipment, and in the transportation of materials, equipment, and workers to and from the site. The estimates provided are based on assumptions for typical numbers of vehicle operations to execute the work; see

Attachment C for more information. Construction activities would generate an estimated 53.6 MTCO₂e.

SUMMARY OF GREENHOUSE GAS (GHG) EMISSIONS

| Activity/Emission Type | GHG Emissions (pounds CO ₂ e) ¹ | GHG Emissions (metric tons CO ₂ e) ¹ |
|---|--|--|
| Buildings | 0 | 0 |
| Paving | 5,833,372 | 2,646 |
| Construction Activities (Diesel) | 82,305 | 37.3 |
| Construction Activities (Gasoline) | 35,964 | 16.3 |
| Long-term Maintenance/Operation (Diesel) | no new emissions | no new emissions |
| Long-term Maintenance/Operation (Gasoline) | no new emissions | no new emissions |
| Total GHG Emissions | 5,951,641 | 2,700 |

¹Note: 1 metric ton = 2,204.6 pounds of CO₂e. 1,000 pounds = 0.45 metric tons of CO₂e
N/A: Not Applicable

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

The Project site and surrounding area are subject to emissions and odors from developed industrial facilities and from traffic on adjacent vehicle roadways and the rail corridor, but these emissions and odors are not anticipated to affect the proposal.

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

During construction, impacts to air quality would be reduced and controlled through implementation of federal, state, and local emission control criteria and City of Seattle construction practices. These would include requiring contractors to use BMPs for construction methods, proper vehicle maintenance, and minimizing vehicle and equipment idling. In support of SPU's goal of expanding its fleet of electric vehicles, the Project would construct up to four vehicle charging stations. The Project would also install buried empty conduit to support future construction of additional charging stations and electrical service upgrades.

The completed Project is not anticipated to generate odors beyond the vehicle exhausts that have been and are currently being produced. During operation, odors would be managed through practices that may include:

- Adding adequate ventilation to control indoor air quality in the redevelopment design,
- Reducing vehicle idling and queuing,
- Daily floor cleaning and good housekeeping practices intended to reduce odors,
- Periodically washing down or sweeping the site or portions of the site, and
- Storing potentially odiferous materials in closed containers to prevent volatilization.

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 so, describe type and provide names. If appropriate, state what stream or river it flows into.**

The Duwamish Waterway is located approximately 75 feet from the property's south boundary. The Duwamish Waterway is tidal at this location and confluences with Elliott Bay of Puget Sound approximately 1.7 miles north of the Project site.

- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If so, please describe, and attach available plans.**

The Project may reline an existing stormwater outfall that discharges to the Duwamish Waterway, which would require work below the mean high water mark of the Waterway. Portions of the property are located within 200 feet of the Waterway. Building renovation, construction of a new structure, rerouting of utilities, and construction of landscaped areas would occur within 200 feet of the shoreline of the Duwamish Waterway.

- (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 material would be placed in, or removed from, surface waters or wetlands.

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

The proposal would not require surface water withdrawals or diversions.

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

The proposal does not lie within a 100-year floodplain.

- (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.**

The proposal would not produce or discharge waste materials to surface waters. However, several construction activities such as sawcutting, pouring and handling concrete, etc., would generate pollutants that could potentially enter local drainage conveyance systems. Non-sediment pollutants that may be present during construction include:

- Petroleum products including fuel, lubricants, hydraulic fluids, and form oils;
- Paints, glues, solvents, and adhesives;
- Concrete and concrete washwater; and
- Chemicals associated with portable toilets.

Procedures to control pollutants, including hazardous materials such as hydrocarbons and pH-modifying substances, would be described in the Project's spill prevention, control, and countermeasures (SPCC) plan.

b. Ground:

- (1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

Groundwater on the site has been measured to be located between approximately two and ten feet below ground surface and flows to the northeast at high tide and to the southeast at low tide.

No groundwater withdrawals are planned. If dewatering of excavated trenches is necessary during construction, collected water would be managed according to the proposed work's SWPPP. Quantities of water potentially collected by dewatering are unknown. No other groundwater withdrawals or discharges are anticipated.

- (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.**

This Project would not discharge waste material from septic tanks or other sources into groundwater. However, portions of the existing stormwater drainage systems may be supplemented with bioretention areas to treat stormwater runoff—if infiltration is determined to be feasible. The volume, timing, and quality of that infiltrated stormwater are unknown.

c. Water Runoff (including storm water):

- (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 source of runoff is rainfall, which is collected from impervious surfaces and discharged as stormwater runoff via private outfall in the Duwamish Waterway at the adjacent Herring's House Park. Stormwater carrying construction-related sediment or other contaminants would be treated in accordance with the approved SWPPP prior to discharging to the Duwamish Waterway. Stormwater runoff from the finished project site will continue to drain into the existing on-site storm system. Compromised sections of the existing stormwater pipe system will be removed and replaced or lined in place as part of this Project. In addition, portions of the existing stormwater system may be supplemented with bioretention areas to treat a portion of the collected stormwater. The volume, timing, and quality of the site stormwater are unknown at this time.

The completed Project would include an equipment decontamination area and a covered vehicle wash rack, which would have their own washwater recovery and treatment systems. Overflow from the washwater system would be discharged to the on-site sewer system that flows into the SPU sewer before ultimately discharging into the King County regional wastewater system for treatment at King County's West Point Wastewater Treatment Facility and eventual discharge to Puget Sound.

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

No part of the proposed work involves any discharges of waste materials to surface or ground waters. However, several construction activities such as sawcutting, pouring, and handling concrete, etc., would generate pollutants that could potentially enter local drainage conveyance systems. Non-sediment pollutants that may be present during construction include:

- Petroleum products including fuel, lubricants, hydraulic fluids, and form oils;
- Paints, glues, solvents, and adhesives;
- Concrete and concrete washwater; and
- Chemicals associated with portable toilets.

Procedures to prevent and control pollutants including hazardous materials, such as hydrocarbons and pH-modifying substances would be described in the Project's SPCC plan.

(3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The proposal would not alter or otherwise affect drainage patterns on or adjacent to the site. Portions of the existing drainage system on the Project parcel may be repaired, replaced, and/or supplemented with bioretention areas. The onsite drainage patterns and outfall locations from the site would remain the same.

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

To support SDCI's issuance of the Project's land use permit, the Project would prepare an approved Standard Construction Stormwater Control and Post Construction Soil Management (CSC/SOIL) Plan and a Standard Drainage and Wastewater Control (DWC) Plan. During construction, BMPs would be used to protect the existing stormwater drainage system and to minimize erosion and sedimentation. BMPs (as identified in the City of Seattle's Stormwater Code SMC 22.800 through 22.808, Director's Rule: 2009-004 SPU/16-2009 DPD, and Volume 2 Construction Stormwater Control Technical Requirements Manual) would be used to manage stormwater runoff, construction disturbance, and erosion as needed during construction. Also, all work would be required to be conducted with approved SWPPP, TESC, and SPCC plans in place to minimize impacts from surface water runoff during construction.

Modifications to the existing drainage system would be designed in accord with the City of Seattle's Stormwater Code and associated Directors' Rule. The City of Seattle considers this Project to be a parcel-based project discharging directly to the Duwamish Waterway, which is a "designated receiving water" and does not require flow control per SMC 22.801.050. Water quality treatment facilities will be required since it is anticipated that the Project will create or replace more than 5,000 square feet of pollution-generating impervious surface. Basic water quality treatment is required for sites that discharge to the Duwamish Waterway. It is also anticipated that the Project will have 1,500 SF or more of new plus replaced hard surface or 7,000 SF of land-disturbing activity, therefore Onsite Stormwater Management would be required to the extent allowed by law per SMC 22.805.070. Water quality treatment will likely be provided via bioretention facilities to reduce adverse impacts on water quality in the Duwamish Waterway.

4. Plants

a. Types of vegetation found on the site:

| | | | | |
|--|-------------------------------------|------------------------------------|----------------------------------|--|
| <input checked="" type="checkbox"/> Deciduous trees: | <input type="checkbox"/> Alder | <input type="checkbox"/> Maple | <input type="checkbox"/> Aspen | <input checked="" type="checkbox"/> Other: katsura, cottonwood, photinia |
| <input type="checkbox"/> Evergreen trees: | <input type="checkbox"/> Fir | <input type="checkbox"/> Cedar | <input type="checkbox"/> Pine | <input type="checkbox"/> Other: |
| <input checked="" type="checkbox"/> Shrubs | | | | |
| <input type="checkbox"/> Grass | | | | |
| <input type="checkbox"/> Pasture | | | | |
| <input type="checkbox"/> Crop or grain | | | | |
| <input type="checkbox"/> Orchards, vineyards, or other permanent crops | | | | |
| <input type="checkbox"/> Wet soil plants: | <input type="checkbox"/> Cattail | <input type="checkbox"/> Buttercup | <input type="checkbox"/> Bulrush | <input type="checkbox"/> Skunk cabbage |
| <input type="checkbox"/> Other: | | | | |
| <input type="checkbox"/> Water plants: | <input type="checkbox"/> water lily | <input type="checkbox"/> eelgrass | <input type="checkbox"/> milfoil | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Other types of vegetation: | | | | |

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

Except for a few small planting beds and the two structures, the entire site is paved. The planting beds contain shrubs such as rhododendrons and a few trees such as katsura (*Cercidiphyllum japonicum*) and photinia (*Photinia x fraseri*). Numerous street trees in the adjacent right-of-way for West Marginal Way Southwest are predominantly columnar European hornbeam (*Carpinus betulus* 'Fastigiata'). Dominant trees on the Herring's House Park site are native species such as red alder (*Alnus rubra*), bigleaf maple (*Acer macrophyllum*), western redcedar (*Thuja plicata*), black cottonwood (*Populus balsamifera*), and Douglas-fir (*Pseudotsuga menziesii*). Project construction would remove existing shrubs and possibly some trees at parking islands and adjacent to the main building. The Project would not remove any trees in the street right-of-way. SDOT is requiring the Project to plant additional street trees in the planting strip along West Marginal Way Southwest.

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

According to a review of the Washington Department of Natural Resources Natural Heritage Program’s document called “Sections that Contain Natural Heritage Features, Current as of August 1, 2016” (accessed at www.dnr.wa.gov), there are no documented occurrences of sensitive, threatened, or endangered plant species at or near the Project site. No federally listed endangered or threatened plant species or State-listed sensitive plant species are known to occur within Seattle municipal limits. The site has been intensively disturbed by development and redevelopment over the last 100 years and has been extensively excavated, filled, paved, or occupied by street, utility, and other constructed features. There is no habitat for threatened or endangered plants.

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

The proposed work would limit plant removal, pruning, and other disturbance to that required for construction. Planting islands and bioretention areas in reconfigured parking areas would be landscaped. SDOT is requiring the Project to plant additional street trees in the planting strip along West Marginal Way Southwest.

e. List all noxious weeds and invasive species known to be on or near the site.

The property is mostly paved and has no noxious weeds or invasive species.

5. Animals

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site:

| | | | | |
|-----------------|--|---|---|---|
| Birds: | <input checked="" type="checkbox"/> Hawk | <input checked="" type="checkbox"/> Heron | <input checked="" type="checkbox"/> Eagle | <input checked="" type="checkbox"/> Songbirds |
| | <input checked="" type="checkbox"/> Other: crow, pigeon | | | |
| Mammals: | <input type="checkbox"/> Deer | <input type="checkbox"/> Bear | <input type="checkbox"/> Elk | <input type="checkbox"/> Beaver |
| | <input checked="" type="checkbox"/> Other: possum, raccoon, squirrel | | | |
| Fish: | <input type="checkbox"/> Bass | <input type="checkbox"/> Salmon | <input type="checkbox"/> Trout | <input type="checkbox"/> Herring |
| | <input type="checkbox"/> Shellfish | <input type="checkbox"/> Other: | | |

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

No such species are known to be present at or near the Project site, based on a check of the WDFW “Priority Habitat Species on the Web” database on April 18, 2017 (accessed at <http://apps.wdfw.wa.gov/phsontheweb/>). The site is known to be (but not mapped as being) within the habitat of bald eagle (*Haliaeetus leucocephalus*) and great blue heron (*Ardea herodias*)—priority species in Washington. WDFW has previously mapped nest locations for both bald eagle and blue heron in the West Duwamish Greenbelt across from the Project parcel. However, recent investigation revealed that neither of these sites has been recently active (The Watershed Company 2017).

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

Seattle is located within the migratory route of many birds and other animal species and is part of the Pacific Flyway, a major north-south route of travel for migratory birds in the Americas extending from Alaska to Patagonia. Also, Puget Sound and the Duwamish Waterway are important water migration routes for many animal species.

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

The proposed work would limit plant removal, pruning, and other disturbance to that required for project construction. Installation of bioretention/bioinfiltration areas, replacement and additional trees and landscaping would decrease impervious surfaces on the Project site, improve stormwater discharged to Duwamish Waterway, and provide increased habitat for insects, birds, and other wildlife.

e. List any invasive animal species known to be on or near the site.

King County lists the European starling, house sparrow, Eastern gray squirrel, and fox squirrel as terrestrial invasive species for this area (<http://www.kingcounty.gov/services/environment/animals-and-plants/biodiversity/threats/Invasives.aspx>).

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.

Primary energy sources for this Project would be electricity from the local grid and possibly site-generated solar electricity. Buildings and associated facilities would be powered by electricity and would also use electricity and natural gas for lighting, heat, and ventilation. Except for up to four new electric vehicle charging stations, there would be no on-site fueling facilities associated with this redevelopment. Vehicles would either continue to refuel at the Charles Street Campus or be fueled on-site during off-hours by a vehicle fueling contractor. Additionally, an outdoor diesel-fueled, stand-by generator may be installed to handle the entire electrical load for all uses on the site during power outages.

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

The anticipated structures and facilities associated with this proposal would not affect the potential use of solar energy by adjacent properties.

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:

Most interior lighting and exterior lighting would be light-emitting diode (LED)-type lights to reduce power demands to obtain energy savings. Heated spaces would be designed to meet criteria outlined for LEED certification and would include energy- and water-efficient fixtures. The building would be renovated to use natural light to the extent feasible.

The roof of the building may be fitted with solar panels. Per the City of Seattle Energy Code, the building would be required to have at least 40 percent of the total roof area reserved for future solar panels. In addition, the Project would construct up to four electric vehicle charging stations.

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:

The Project parcel is a portion of the former Seaboard Lumber Company property that has had a long history of industrial activities since the early 1900's. Also, the Project is located adjacent to the Lower Duwamish Waterway (LDW) Superfund Site. The regulatory environment of the LDW is complex, with multiple agencies responsible for remediation and compliance of soil, groundwater, sediment, and stormwater. In 2001, the LDW Superfund Site was listed on the National Priorities List. The LDW Superfund Site consists of the northern 5 miles of the Duwamish River to the south end of Harbor Island and includes both the Waterway and adjacent upland sources.

Environmental site assessments on the Project parcel have identified existing elevated levels of soil and groundwater contamination from lead and oil and diesel constituents. Hazardous material and indoor air quality surveys in the main building identified possible or assumed asbestos-containing materials as well as several mold and moisture issues

Small amounts of materials likely to be present during construction include gasoline and diesel fuels, hydraulic fluids, oils, lubricants, solvents, paints, and other chemical products. A spill of one of these chemicals could potentially occur during construction due to equipment failure or worker error. Contaminated soils, sediments, or groundwater could also be exposed during excavation. If disturbed, contaminated substances could expose construction workers and potentially other individuals in the vicinity through blowing dust, stormwater runoff, or vapors.

Operation of the completed Project may result in the release of hazardous materials into the environment—potentially exposing workers and others to the fuels, vehicle batteries, waste oil, and other materials commonly used to maintain vehicles and maintain and repair drainage and wastewater systems. Fuel or hazardous materials, if accidentally spilled or otherwise released, could migrate to surface water or groundwater and affect adjacent properties. Impacts could include access closures, cleanup costs, and regulatory fines. Stormwater could carry these materials from the spill location to surface water or to the groundwater, where they can persist and accumulate for long periods and cause harm to species and their habitats.

(1) Describe any known or possible contamination at the site from present or past uses.

Soil and groundwater contamination from oil, diesel, and lead have been identified at various locations on the Project parcel. Hazardous material and indoor air quality surveys in the existing building identified possible or assumed asbestos-containing materials as well as several mold and moisture issues.

(2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Existing gas transmission pipelines include the natural gas supply line to the building, an existing 4-inch diameter natural gas main along West Marginal Way Southwest, and vehicle fuel piping from two existing underground fuel tanks to existing fuel stations at the building. The underground fuel tanks would be decommissioned in place or removed before or during construction. The remainder of the fueling system would be removed before or during construction.

The extent of soil and groundwater contamination on the parcel is not yet known. The Project anticipates conducting remediation during construction, but the level of that remediation has not yet been determined. Hazardous material and indoor air quality issues would be addressed during renovation of the building.

(3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Small amounts of materials likely to be present during construction include gasoline and diesel fuels, hydraulic fluids, oils, lubricants, solvents, paints, and other chemical products. A spill of one of these chemicals could potentially occur during construction due to equipment failure or worker error. During operation of the completed Project, there is the potential for workers to be exposed to fuels, vehicle batteries and waste oil, and other materials commonly used to maintain vehicles and maintain and repair drainage and wastewater systems.

(4) Describe special emergency services that might be required.

Fire or medic services could be required during construction or operation if an accident were to occur.

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

As required by the Washington Department of Labor and Industries (WAC 296-843), SPU or its contractor would prepare a Health and Safety Plan prior to the start of construction. That Plan would address employee training, use of protective equipment, contingency planning, and secondary containment of hazardous material. It would also identify measures to ensure construction worker safety and outline emergency medical procedures and reporting requirements.

In addition, prior to construction, a SPCC plan would be developed to control spills on-site. The Project's design documents would include specifications for control of contractor activities associated with use of hazardous materials such as fuels, lubricants, and solvents that may be used during construction. Management of these items and the activities associated with them would be prescribed in required plans and subsequently deployed actions reviewed in the field by inspectors.

Lead- and asbestos-containing materials would be abated during renovation of the building, along with any mold and moisture issues. Contaminated soil and groundwater would be remediated to concentrations below potentially applicable cleanup levels and disposed of at a permitted facility. Because soil materials under the existing building are not able to be sampled for hazardous materials (or remediated if those materials are present there), the Project may install a hydraulic containment trench and carbon treatment facility to capture and treat potentially contaminated groundwater. That treated groundwater would be discharged to the on-site sewer system that flows into the SPU sewer before ultimately discharging into the King County regional wastewater system for treatment at King County's West Point Wastewater Treatment Facility and eventual discharge to Puget Sound.

Contaminated soils and materials would be removed, handled, and disposed of in a manner consistent with the level of contamination, in accord with state regulatory requirements, by a qualified contractor(s) and/or City staff. State regulations affecting contaminated soil include the Model Toxics Control Act (Chapter 173-340 WAC) and the Dangerous Waste Regulations (Chapter 173-303 WAC). Throughout construction, encounters with hazardous materials would be documented and reported appropriately in accord with the Dangerous Waste Regulations.

During operation of the completed Project, releases of hazardous materials would be related primarily to accidental spills. SPU trains its employees in and deploys BMPs and other procedures related to the safe use, storage, and cleanup of hazardous materials. For example, petroleum products and other hazardous materials are not expected to be stored on-site in large quantities and would be stored in designated areas with spill response kits located nearby. Those procedures would be identified in SPU's SPCC plan developed specifically for this facility. That SPCC plan would provide for emergency condition notification, site-specific spill response procedures, and use of emergency spill response contractors if initial SPU response resources are insufficient at the time of a spill.

b. Noise

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

The industrial and warehousing areas surrounding the Project site generate and are subject to noise from a variety of sources, with vehicle and rail traffic noises being predominant. The site is adjacent to a principal arterial (West Marginal Way Southwest) and a Burlington Northern Santa Fe (BNSF) railroad branch line. However, these noises would not affect the proposal.

(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 would generate a wide range of noise levels, depending upon the specific activities. Short-term noise from construction equipment would be limited to the allowable maximum levels of the City of Seattle's Noise Control Ordinance (SMC Chapter 25.08). Noise from construction equipment may occur between the hours of 7:00 AM and 9:00 PM weekdays, and 9:00 AM to 9:00 PM weekends during construction. A variance would be sought if exceedances of the City's Maximum Permissible Sound Levels are expected or nighttime work is necessary.

Operation and maintenance of the constructed Project would generate noise from a combination of sources, primarily automobile and truck traffic (e.g. from backup alarms), noise from loading and unloading vehicles, and machinery used on-site. Some of the loudest periodic noises would be produced by the standby generator (if included). The standby generator would be exercised once per week for 0.5-1 hour, and would include a sound attenuation shroud and mufflers to reduce sound levels and comply with City of Seattle noise limits. During a power outage, the backup generator would run for a longer period during business hours only. Generally, exterior sound levels would comply with City of Seattle limits for the surrounding industrially zoned properties as set forth in SMC Chapter 25.08, Subchapter III – Environmental Sound Levels.

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

Construction equipment would be muffled in accordance with the applicable laws. SMC Chapter 25.08 (which prescribes limits to noise and construction activities) would be enforced while the Project is being constructed and during operations, except for emergencies.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The pre-engineered main building was constructed in 1996 as the headquarters for Gray Line of Seattle, which used the property as a dispatch and bus fleet and maintenance facility. Currently, SPU leases the site to Greyhound Lines, Inc. and Alaska Coach Tours as a bus fleet and maintenance facility. Adjacent properties include metal processing and transferring business to the north and east; a public park to the south (Herring's House Park); and West Marginal Way Southwest, the West Duwamish Greenbelt, and areas of warehousing and light manufacturing to the west. The proposal would not affect current land uses adjacent to the site.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

The Project site has not been used as working farmland or working forest land. Conversion of agricultural or forest land of long-term commercial significance would not occur. Resource lands have not been designated on or near the property.

- (1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversized equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

The Project would not affect or be affected by working farm or forest land normal business operations because there are no such activities in the vicinity.

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

Two structures on the property include the main building with a ground floor 28,000 SF footprint and a small accessory building with a 750 SF footprint used for tire storage.

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

The smaller of the two structures on the Project parcel is a tire storage building. The Project would demolish that structure.

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

Per the City of Seattle¹, the property is currently zoned General Industrial 1 (IG1 U/85) within the Greater Duwamish Manufacturing Industrial Urban Village Overlay.

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

The property is designated Industrial by the City of Seattle Comprehensive Plan Future Land Use Map² (November 2015).

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

A portion of the property is in the Urban Industrial (UI) Shoreline Management District environment.

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

The Project parcel is in a Liquefaction area—an Environmentally Critical Area (ECA) identified and mapped by SDCI. Due to deep alluvium, fill materials, and a shallow groundwater table, soil materials on the site may lose soil cohesion and strength during earthquake-generated ground shaking. However, SPU’s geotechnical evaluation of the site concluded that no special design considerations are warranted.

¹ <http://web6.seattle.gov/DPD/Maps/dpdgis.aspx>

² http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/dpdd016652.pdf

A portion of the parcel is in the Riparian Area ECA associated with Puget Creek, which is contained in a piped drainage system under West Marginal Way Southwest. Also, a portion of the parcel is located within the presumed 100 foot buffer of the estuarine wetland in the adjacent Herring’s House Park.

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

Approximately 135 people would work in the redeveloped site. No one would reside in the completed Project.

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

The existing nonresidential occupants would be displaced by the Project. SPU offers renters relocation assistance and benefits if the nonresidential property is occupied pursuant to a lease or rental agreement with a fixed term, the term has not expired, and the tenants have not moved as a result of the expiration of the term of the lease or rental agreement, in accordance with SMC 20.84.

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

Because no displacement would occur, no mitigation measures are proposed.

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

SMC Title 23 dictates use and restrictions of the site, which is zoned General Industrial 1 (IG1). The intent of the IG1 zone is to protect marine and rail-related industrial areas from an inappropriate level of unrelated retail and commercial uses by limiting these uses to a density or size limit lower than that allowed for industrial uses. The proposed use of a portion of the site as “office” is permitted outright up to 10,000 square feet. Use as “vehicle storage and maintenance” may require an administrative conditional use permit, pending review by SDCI. Design Review is not required in General Industrial zones. Other relevant development standards include a potential 85 foot height limit.

A portion of the site also lies within the 200 foot Shoreline Management District [Urban Industrial (UI) environment] and within the presumed 100 foot buffer of the estuarine wetland in Herring’s House Park. As provided at SMC 23.60A.022, the use and development standards of the Seattle Shoreline Master Program regulations (SMC 23.60A) apply to that part of the development, shoreline modification, or use that occurs within the Shoreline District unless the underlying zone requires the entire development, shoreline modification, or use to comply with all or part of SMC Chapter 23.60A. In this case, Shoreline regulations would apply only to that portion of the Project site located in the Shoreline Management District. For purposes of applying Shoreline regulations, the Project parcel is not considered a waterfront lot because it does not abut upon the mean high water mark and is separated from the Duwamish Waterway by a government-owned or controlled property (Herring’s House Park) that prevents access to and use of the water (SMC 23.60A.924). Development standards for the UI environment require that regulated public access be provided on utility-owned or controlled property within the Shoreline District (SMC 23.60A.494).

Prior to the 2000 construction of the Herring's House Park estuarine wetland, the Project property was located outside of the Shoreline District. Now, pending confirmation from SDCI, it appears a portion of the proposed use under this proposal would be characterized as a conforming structure containing a nonconforming use. SPU may be able to request relief from this changed condition (SMC 23.60A.041). Or, as provided at 23.60A.122.C, a conforming structure containing a nonconforming use may be rebuilt or substantially improved if the applicant to SDCI demonstrates the structure is reasonably capable of containing a conforming use (such as Office Uses) without modifying the rebuilt or improved structure. In that case, a structure allowed to be rebuilt or substantially improved shall not be expanded or extended beyond its existing external dimensions for purposes of the nonconforming use.

In any case, a City of Seattle Master Use Permit (including Shoreline Substantial Development approval) would be required for this Project, which would ensure the proposal is consistent with existing and projected land use plans and development standards.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Because there are no nearby agricultural and forest lands of long-term commercial significance, no mitigation measures are proposed.

9. Housing

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

The proposal does not involve the construction of any housing units.

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

The proposal does not involve the elimination of any housing units.

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

Because no housing impacts would occur, no mitigation measures 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 tallest structure is the existing main building, which is approximately 35 feet above the ground surface. Exterior wall and roof colors would be selected to aesthetically blend with the surrounding land uses and would include metal siding and roofing. Roof colors would be selected to meet LEED certification requirements to minimize heat island effects. The Project would construct a 40 foot high radio antenna adjacent to the main building. That antenna would become the tallest structure on the parcel.

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

Views in the immediate vicinity would not be altered or obstructed by the proposal.

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

Because there would be no aesthetic impacts, no mitigation measures are proposed.

11. Light and Glare

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

The property is currently illuminated for security with light poles. Additional wall-mounted fixtures also light the property. The surrounding area is similarly lit and the lighting at the property does not exceed background baseline levels. Light and glare are not currently issues due to the distance of the site from residences and recreationists. The completed Project would provide exterior lighting in the following areas: along the property line, at entries/exits of the site and buildings, along car and truck driveway paths, along walking paths, and at car and truck canopies. New lighting would be consistent with existing conditions and likely would be an environmental improvement due to requirements to shield lighting and direct it toward the interior of the property.

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

Light and glare from the Project would not affect safety or interfere with views.

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

There are no off-site sources of light or glare that would affect this proposal.

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

Exterior lighting would be shielded and directed away from adjacent properties and roadways.

12. Recreation

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

The Project is located immediately adjacent to and shares an access driveway with Herring's House Park, a passive-use park owned and managed by SPR. The Duwamish Trail is a paved multi-use pedestrian and bicycle path that parallels the Project parcel's west boundary and the adjacent West Marginal Way Southwest and BNSF railroad.

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

The proposal would not displace any existing recreational uses.

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

The Project intends to improve pedestrian, bicycle, and vehicle safety at the intersection of the Duwamish Trail, the property's main access driveway, and West Marginal Way Southwest (road and railroad tracks). Currently, visibility from each of these routes is challenged by lack of clear sight triangles and signage. The Project anticipates relocating the fence at the southwest corner of the parcel site to provide a clearer site triangle.

Signage and pavement markings would be added to the Trail and the driveway to clearly warn pedestrians and drivers of the intersection. Additional site lighting may be necessary to provide safety for pedestrians during the dark winter morning and evening hours. Visual clues within the site, such as painted pedestrian walking routes and/or changes of pavement type at the building entrance and employee outdoor areas, are expected to slow vehicular traffic and improve pedestrian safety on the parcel.

13. Historic and Cultural Preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.**

Archaeological site 45K123 (also known as Duwamish No. 1 Site, a pre-contact shell midden site dating to 1,330 ± 190 years before present) was nominated to the National Register of Historic Places in 1976 and is adjacent to the south edge of the Project. There are no other places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the project. To determine if National Register or State of Washington Heritage properties are in or adjacent to the Project area, the Project location was checked against these registers on April 18, 2017:

- City of Seattle Landmarks
http://www.cityofseattle.net/neighborhoods/preservation/landmarks_listing.htm
- Washington Heritage Register and National Register of Historic Places and WISAARD database <http://www.dahp.wa.gov/learn-and-research/find-a-historic-place>
- WISAARD database <https://secureaccess.wa.gov/dahp/wisaardp3/>

The WISAARD database indicates several historic buildings and structures have been recorded near the project area, but none are listed on, or proposed for national, state, or local preservation registers. None of the nearby historical buildings or structures are within or immediately adjacent to the project area, and most were demolished after they were recorded. No architectural inventory is required for this proposal because no structures older than 50 years would be affected by the project.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

A cultural resources assessment of the Project location was conducted in May 2017 and included archival research, a detailed review of the boring logs from previous geotechnical investigations on and near the Project parcel, and technical queries to Indian tribes.

Archaeological site 45K123 is adjacent to the south boundary of the Project. Based on geotechnical information for the Project parcel, all ground-disturbing activity associated with Project construction would occur in areas that have been previously disturbed by deep placements of fill material, grading, installation of underground utility infrastructure, and construction of structures. If previously unidentified portions of

45K123 extend into the Project area, those portions of the archaeological site are likely buried deeply below fill materials.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.**

See responses for Section B.13.a and B.13.b. The Project’s cultural resources assessment suggests layers of natural soil and soil sediments having potential to contain archaeological material occur between 6 and 19 feet below the existing ground surface. Deposits of overlying fill materials in the Project area average 7 feet thick.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

The proposal would not affect historical buildings or known cultural resources. The Project is located on previously disturbed and filled areas, which reduces the likelihood of encountering unknown and contextually significant archaeological materials. However, due to the Project’s location in a sensitive natural and cultural setting and its proximity to archaeological site 45K123, the Project has committed to targeted archaeological monitoring of ground-disturbing activities during construction. Monitoring would identify any significant historical or pre-historical cultural materials associated with the fill deposits and underlying native soil and soil sediments. Monitoring would be guided by provisions and protocols of a monitoring and inadvertent discovery plan (MIDP), which would include provisions for testing and evaluation, as needed, in addition to inadvertent discovery protocols. The MIDP would be submitted to and approved by the Washington State Department of Archaeology and Historic Preservation prior to implementation.

Project excavations are not expected to extend deeper than the maximum expected depth of the fill, so construction monitoring may be limited. Work crews would be briefed on how to recognize archaeological materials or human remains should they be discovered when a professional archaeologist is not present. If evidence of archaeological materials or human remains, either historic or prehistoric, is encountered during excavation, work in that immediate area would be suspended and the find would be examined and documented by a professional archaeologist. Decisions regarding appropriate mitigation and further action would be made at that time following the MIDP.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any.**

The property is located on West Marginal Way Southwest, which is classified by the City as a principal arterial. This roadway has two northbound lanes, two southbound lanes, a center turn lane and curbs on both sides. The Project parcel is accessed near the southwest corner of the property off of West Marginal Way Southwest via an existing 24-foot wide driveway in an ingress/egress easement on the adjacent SPR property. This driveway also provides access to Herring’s House Park and the Port of Seattle’s Terminal 107 (T-107) to the south.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Bus service in the vicinity is provided by King County Metro (Metro), but there are no Metro transit stops on West Marginal Way Southwest. The nearest bus stops are located at Southwest Spokane Street/Chelan Avenue South, about three quarters of a mile northwest of the site, serving Routes 21 (Westwood Village to Downtown) and 37 (Alaska Junction to Alki to Downtown). The Project would not affect public transit service in the area.

c. How many additional parking spaces would the completed project or nonproject proposal have? How many would the project or proposal eliminate?

Currently, the property has approximately 253 parking stalls [104 stalls for bus parking, approximately 16 stalls for van parking, and approximately 133 stalls (including 5 ADA stalls) for standard passenger vehicles]. The current design for the Project plans to reconfigure that existing off-street parking to have approximately 211 off-street parking spaces for employees, guests, fleet vehicles, and a boat on a trailer. On-street parking along West Marginal Way Southwest adjacent to the parcel is prohibited and there is no public on-street parking within one-half mile of the project site.

This proposal would not create or eliminate any on-street parking. Given the current commuting habits of the approximately 135 employees who are expected to be on site during a typical weekday, the project estimates there would be a shortfall of 21 employee parking stalls. Because there is no on-street parking available within a half-mile of the Project parcel, SPU would implement measures to manage parking demand so that it does not exceed available on-site supply.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

While the Project would not be required by any agency to make improvements to transportation facilities, SPU may desire better levels of service to reduce delays associated with exiting the Project site. For example, the Project may construct a formal secondary access driveway at the northwest corner of the site using an existing, private driveway (the “north access driveway”) on the adjacent parcel 7666703630 owned by General Recycling of Washington LLC (Port of Seattle Terminal 105) or widen the throat of the south access driveway to provide two exiting lanes—one for left-turn movements and one for right-turn movements. SPU is also contemplating conversion of the center two-way left turn lane on West Marginal Way Southwest to a protected acceleration lane for left turns exiting the Project site. In addition, the Project may also modify the existing pedestrian crossing signal to include traffic control at the north access driveway to increase safety. No other changes are being contemplated or proposed to West Marginal Way Southwest or other existing roads or streets, or pedestrian, bicycle, or State transportation facilities.

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

The property is adjacent to a BNSF railroad spur and is within 75 feet of the Duwamish Waterway but has no direct access to that watercourse. The proposal would not use or effect water, rail, or air transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Project construction would generate approximately 1,000 vehicle round-trips due to workers, equipment, and materials being transported to and from the site during the estimated total 240 working day construction period. Most of those trips would occur during business hours (between 7:00 AM and 6:00 PM) on weekdays (Mondays through Fridays) but may occur at other times, including weekend days.

The constructed Project is estimated to generate about 512 vehicle trips per day, with 122 occurring during the AM peak hour (83 inbound and 39 outbound) and 187 occurring during the PM peak hour (84 inbound and 103 outbound). These estimates were derived from detailed estimates of employees and typical daily operational characteristics developed by SPU. Based on the expected work schedule, the AM peak hour for the facility is expected to occur from 6:00 to 7:00 AM, which is an hour prior to the AM peak commute hour for through-traffic on West Marginal Way Southwest. The PM peak hour for the facility is expected to occur from 3:30 to 4:30 PM, which also precedes the street's PM peak commute hour. Of the estimated daily volume, about 50 percent of the trips are expected to be trucks or non-passenger vehicles—primarily SPU service vehicles and service and delivery trucks.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The proposal would not interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area.

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

During construction there could be short-term, temporary transportation impacts related to the movement of large vehicles, and SPU may undertake the following measures to minimize these impacts:

- Use flaggers and other traffic control methods to keep traffic moving and minimize delays, as needed; and
- To the extent practicable, schedule construction traffic to avoid peak commute hours and try to minimize weekday truck traffic during rush hours.

The constructed Project would not create traffic volumes that would adversely degrade the City's level of service standard for traffic operating conditions on West Marginal Way Southwest or other roads. As a result, no traffic mitigation is proposed. SPU would work with SDOT to identify appropriate improvements at the proposed primary driveway to facilitate safe ingress and egress for Project-generated traffic. SPU is also working with affected employees to develop and implement an effective Transportation Management

Plan that addresses the parking shortfall; this would also serve to reduce employee commute trips generated by the constructed Project. Employees would be prohibited from parking in the lot serving the adjacent T-107/Herring's House Park.

15. Public Services

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

The proposal would not increase the need for public services.

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

Because this proposal is not anticipated to increase the need for public services, no mitigation measures are proposed.

16. Utilities

- a. **Check utilities available at the site, if any:**

None
 Electricity Natural gas Water Refuse service
 Telephone Sanitary sewer Septic system
 Other: fiber optic; cable

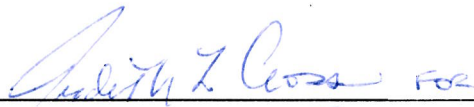
- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

None

The proposal would result in the assessment and needed renewal of essential on-site and off-site utilities, including water supply (SPU), sewage collection (SPU), sewage treatment (King County), storm drainage (SPU), electricity (Seattle City Light), telephone (contractor), and high-speed internet (contractor).

C. SIGNATURE

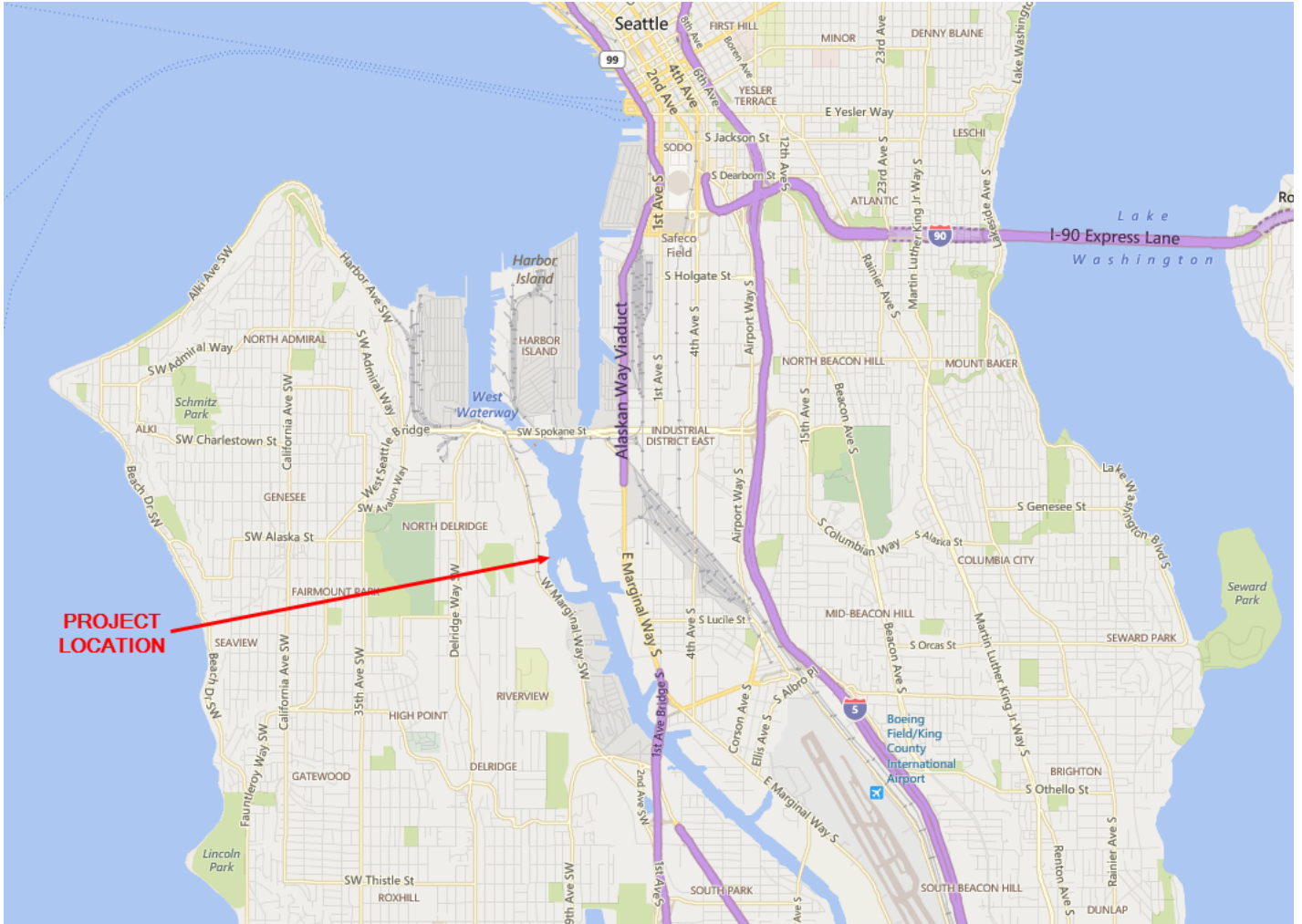
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 
Thomas A. Fawthrop
Project Manager

Date: 27 June 2017

- Attachment A – Vicinity Map
Attachment B – Location Map
Attachment C – Greenhouse Gas Emissions Worksheet

Seattle Public Utilities Drainage and Wastewater South Operations Center Project
SEPA Environmental Checklist
Attachment A – Vicinity Map



Attachment B – Location Map



**Seattle Public Utilities Drainage and Wastewater South Operations Center Project
SEPA Environmental Checklist**

Attachment C – Greenhouse Gas Emissions Worksheet

| Section I: Buildings | | | | | | |
|---|---------|---|--|--------|----------------|--|
| | | | Emissions Per Unit or Per Thousand Square Feet (MTCO ₂ e) | | | |
| Type (Residential) or Principal Activity (Commercial) | # Units | Square Feet (in thousands of square feet) | Embodied | Energy | Transportation | Lifespan Emissions (MTCO ₂ e) |
| Single-Family Home | 0 | | 98 | 672 | 792 | 0 |
| Multi-Family Unit in Large Building | 0 | | 33 | 357 | 766 | 0 |
| Multi-Family Unit in Small Building | 0 | | 54 | 681 | 766 | 0 |
| Mobile Home | 0 | | 41 | 475 | 709 | 0 |
| Education | | 0.0 | 39 | 646 | 361 | 0 |
| Food Sales | | 0.0 | 39 | 1,541 | 282 | 0 |
| Food Service | | 0.0 | 39 | 1,994 | 561 | 0 |
| Health Care Inpatient | | 0.0 | 39 | 1,938 | 582 | 0 |
| Health Care Outpatient | | 0.0 | 39 | 737 | 571 | 0 |
| Lodging | | 0.0 | 39 | 777 | 117 | 0 |
| Retail (Other than Mall) | | 0.0 | 39 | 577 | 247 | 0 |
| Office | | 0.0 | 39 | 723 | 588 | 0 |
| Public Assembly | | 0.0 | 39 | 733 | 150 | 0 |
| Public Order and Safety | | 0.0 | 39 | 899 | 374 | 0 |
| Religious Worship | | 0.0 | 39 | 339 | 129 | 0 |
| Service | | 0.0 | 39 | 599 | 266 | 0 |
| Warehouse and Storage | | 0.0 | 39 | 352 | 181 | 0 |
| Other | | 0.0 | 39 | 1,278 | 257 | 0 |
| Vacant | | 0.0 | 39 | 162 | 47 | 0 |
| TOTAL Section I Buildings | | | | | | 0 |

| Section II: Pavement | | | | | | |
|--|--|--|--|--|--|---------------------------------|
| | | | | | | Emissions (MTCO ₂ e) |
| Pavement (sidewalk, asphalt patch) | | 0 | | | | 0 |
| Concrete/Asphalt (50 MTCO ₂ e/1,000 SF of pavement at a depth of 6 inches) [980 CY] | | 52,920 SF 6" thick = 1,512 MTCO ₂ e | | | | 2,646 |
| TOTAL Section II Pavement | | | | | | 2,646 |

| Section III: Construction | | | | | | |
|---------------------------------------|--|--|--|--|--|---------------------------------|
| | | | | | | Emissions (MTCO ₂ e) |
| (See detailed calculations below) | | | | | | |
| TOTAL Section III Construction | | | | | | 53.6 |

| Section IV: Operations and Maintenance | | | | | | |
|--|--|--|--|--|--|---------------------------------|
| | | | | | | Emissions (MTCO ₂ e) |
| (See detailed calculations below) | | | | | | |
| TOTAL Section IV Operations and Maintenance | | | | | | 0 |

| | | | | | | |
|---|--|--|--|--|--|--------------|
| TOTAL GREENHOUSE GAS (GHG) EMISSIONS FOR PROJECT (MTCO₂e) | | | | | | 2,700 |
|---|--|--|--|--|--|--------------|

**Seattle Public Utilities Drainage and Wastewater South Operations Center Project
SEPA Environmental Checklist**

Attachment C – Greenhouse Gas Emissions Worksheet (continued)

| Section III Construction Details | | |
|---|-------------------------|---|
| Construction: Diesel | | |
| Equipment | Diesel (gallons) | Assumptions |
| Excavator (1) | 2,100 | 300 hours x 7 gallons/hour (345 hp engine) |
| Dump Truck (1) | 240 | 40 round trips x 30 miles/round trip ÷ 5 mpg |
| Concrete Truck (1) | 180 | 30 round trips x 30 miles/round trip ÷ 5 mpg (10 CY/trip) |
| Asphalt Truck (1) | 180 | 30 round trips x 30 miles/round trip ÷ 5 mpg (10 CY/trip) |
| Asphalt Paver (1) | 240 | 40 hours x 6 gal/hr |
| Roller (1) | 160 | 40 hours x 4 gal/hr |
| Subtotal Diesel Gallons | 3,100 | |
| GHG Emissions in lbs CO₂e | 82,305 | 26.55lbs CO ₂ e per gallon of diesel |
| GHG Emissions in metric tons CO₂e | 37.3 | 1,000 lbs = 0.45359237 metric tons |

| Construction: Gasoline | | |
|---|---------------------------|---|
| Equipment | Gasoline (gallons) | Assumptions |
| Pick-up Trucks or Crew Vans | 1,080 | 240 workdays x 3 trucks x 1 round-trip/day x 30 miles/round-trip ÷ 20 mpg |
| Equipment | 400 | 400 hours x 1 gal/hr |
| Subtotal Gasoline Gallons | 1,480 | |
| GHG Emissions in lbs CO₂e | 35,964 | 24.3lbs CO ₂ e per gallon of gasoline |
| GHG Emissions in metric tons CO₂e | 16.3 | 1,000 lbs = 0.45359237 metric tons |

| Construction Summary | | |
|-------------------------------|----------------------------------|---------------------------------------|
| Activity | CO₂e in pounds | CO₂e in metric tons |
| Diesel | 82,305 | 37.3 |
| Gasoline | 35,964 | 16.3 |
| Total for Construction | 118,269 | 53.6 |

**Seattle Public Utilities Drainage and Wastewater South Operations Center Project
SEPA Environmental Checklist**

Attachment C – Greenhouse Gas Emissions Worksheet, continued

| Section IV Long-Term Operations and Maintenance Details | | |
|---|------------------|---|
| Operations and Maintenance: Diesel | | |
| Equipment | Diesel (gallons) | Assumptions |
| | | No new emissions |
| Subtotal Diesel Gallons | 0 | |
| GHG Emissions in lbs CO₂e | 0 | 26.55lbs CO ₂ e per gallon of diesel |
| GHG Emissions in metric tons CO₂e | 0 | 1,000 lbs = 0.45359237 metric tons |

| Operations and Maintenance: Gasoline | | |
|---|--------------------|--|
| Equipment | Gasoline (gallons) | Assumptions |
| | | No new emissions |
| Subtotal Gasoline Gallons | 0 | |
| GHG Emissions in lbs CO₂e | 0 | 24.3lbs CO ₂ e per gallon of gasoline |
| GHG Emissions in metric tons CO₂e | 0 | 1,000 lbs = 0.45359237 metric tons |

| Operations and Maintenance Summary | | |
|---|-----------------------------|----------------------------------|
| Activity | CO ₂ e in pounds | CO ₂ e in metric tons |
| Diesel | 0 | 0 |
| Gasoline | 0 | 0 |
| Total Operations and Maintenance | 0 | 0 |