SEATTLE DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

A1. Name of proposed project, if applicable:
King Street Station Rehabilitation and Seismic Retrofit Project

A2. Name of applicant:
Seattle Department of Transportation

A3. Address and phone number of applicant and contact person:
Trevina Wang, King Street Station Program Manager
Seattle Department of Transportation
Seattle Municipal Tower, Suite 3900
PO Box 34996
Seattle, WA 98124-4996
Telephone: 206-684-3072

A4. Date checklist prepared:
May 14, 2009

A5. Agency requesting checklist:
City of Seattle

A6. Proposed timing or schedule (including phasing, if applicable):
Construction is expected to start in the 4th Quarter of 2009, with completion in late 2011.

A7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?
This is the 2nd phase of redevelopment of King Street Station. A future phase may involve further creation of a regional transportation hub at King Street Station. Additional environmental analysis may be undertaken at that time.

A8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
A NEPA Documented Categorical Exclusion (DCE) has been prepared for the project. The NEPA documentation also includes visual simulations, an Environmental Justice screening memorandum, a Hazardous Materials memorandum, an ESA screening checklist, a Migratory Bird Treaty Act Statement, an excavation plan and a Section 4(f) report. A NEPA Environmental Assessment and a Finding of No Significant Impact (FONSI) covering the Seattle Intermodal Transportation Terminal was issued in 1996.

A9. Do you know whether applications are pending for governmental approvals <u>of other proposals</u> directly affecting the property covered by your proposal? If yes, explain.
None.

A10. List any government approvals or permits that will be needed for your proposal, if known.

A local building permit, a local demolition permit, National Historic Preservation Act – Section 106 approval, approval by the Pioneer Square Preservation Board; a Stormwater Site Plan and a Temporary Erosion and Sediment Control Plan will be required.

A11. Give brief, complete description of your proposal, including the proposed uses and the site of the project. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The 1996 Seattle Intermodal Transportation Terminal SEPA EIS and NEPA EA originally analyzed both current and future proposed work. A financing plan organized the work as a two-phased project. Phase 1 provides interim rehabilitation of King Street Station. Phase 2 completed full build-out of the transportation center to link statewide, regional and local public transportation services. This project proposal will continue Phase I rehabilitation using FTA, WSDOT and City of Seattle funds to perform seismic upgrades to the building, install new electrical, heating, plumbing and ventilation systems, provide for a new ticket/information office; restore the ornamental plaster ceiling, marble, terrazzo and tile in the waiting room; provide new signage and wayfinding, and restore the grand exterior staircase connecting Jackson and King Streets.

Specific project elements include:

King Street Plaza level: A widened pedestrian area and reconfigured vehicle circulation plan with additional trees and site furnishings will improve building access and vehicle movement. Exterior sidewalk slabs to the south and west will be replaced with 8" thick concrete slabs. Exterior platform slab to east to be partially replaced with structure up to 3 feet wide and 4 feet deep, placed adjacent to the building. Thirty-six steel-cased wells, 6" diameter x 300 feet deep, will be installed to the west of the station for a closed loop, ground source heat pump system. The well holes will be connected together via piping manifolds that will be located in trenches within the array. Trench widths will be approximately 12" and extend to between a 3' and 5' depth.

Ground Floor improvements: Restoration of original window and door openings in the south and east walls; repair and refinishing of original decorative plaster ceiling in the main waiting hall; repair of terrazzo and tile floors as needed to address settling; replication of altered areas to the north ,east and south walls. Relocation of the current ticketing office and the recreation of missing historic lighting fixtures. Update configuration of baggage claim with finishes and lighting compatible with historic fixtures. Repairand restore the original decorative plaster ceiling in the Women's Waiting Room, as well as replication of the original wall finishes. Two new code-required stairs linking all three levels are planned in areas that will not compromise historically-important interior features. A new code-required elevator will also be included to provide an accessible connection between Jackson and King Streets and the 3rd level. The elevator and stairs will be located outside of identified historic areas and features to minimize visual impacts and alterations to historic fabric. Demolition work on this floor will include removal of all non-historical additions and modifications, including dropped ceiling, partitions, suspended heating devices, lighting fixtures, the ticketing counter, and west entrance electric staircase and enclosure. Interior existing slabs on ground under historic flooring preserved; existing interior concrete slabs on ground in baggage claim/other service area to be repaired or replaced. New piling, in service area only, will be augured in where needed for seismic strengthening of the building.

Second Floor improvements: The decorative plaster ceilings and terrazzo/tile floors and base molding at the balconies locations will be restored, with a limited amount of replacement or replication required. The central circulation corridor connection from the Jackson Street Plaza to the balcony overlook of the 1st level will be reopened in keeping with the historic location of the connection. The west wall above the reopen exterior west stair will be day lit by existing windows currently hidden by a 1949 addition. Demolition work on this floor will include removal of all non-historical additions and modifications, interior partitions, dropped ceiling and lighting fixtures. A new corridor will connect the new elevator lobby and entrance to the balconies and to the historic communicating stair to the 3rd floor. The finishes and design will be complementary in quality and finish to the historic public spaces. The remainder of the 2nd floor will be upgraded to "tenant-ready shelled space" and include seismic and mechanical upgrades, selective demolition to remove unnecessary non-original additions and modifications, and shell repairs necessary to restore the historic envelope.

Third Floor Improvements: The majority of the third floor will be prepared to provide "tenant-ready shelled space" and include seismic and mechanical upgrades, selective demolition to remove unnecessary non-original additions and modifications, and shell repairs necessary to restore the historic envelope. The proposed use of the upper levels will be consistent with the historic office and light retail and restaurant occupancies.
Jackson Street Plaza: The plaza will be resurfaced and the current parking function eliminated. Limited vegetative areas will be added to promote pedestrian circulation patterns and enhance the entrance. The north and west canopies will be restored with ones similar to the east and south side and utilize glass areas of as was done historically. The west portion will be extended one bay south to shelter the exterior stair; the extension will be executed to contrast the historic canopy so as to clearly identify the new element. A new canopy along the west side of the plaza will extend toward Jackson Street to shelter the pedestrian approach. New lighting will be integrated into the canopies and the historic light standards will be replicated. The sidewalk from the eastern edge of King Street Center to 2nd Avenue Extension will be improved and the sidewalk to the west of the plaza would be widened

A12. 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 Station is located at 301 South Jackson Street, in Seattle, Washington. The site is located in Section5, Township 24 North, Range 4 East. A full legal description is available upon request.

B. ENVIRONMENTAL ELEMENTS

B1. Earth

a. General description of the site:

☑ **Flat** ☐ **Rolling** ☐ **Hilly** ☐ **Steep Slopes** ☐ **Mountains**
☐ **Other:** The site is flat with built-up streets to the north and east. Second Ave S Extension, Fourth Avenue S and S Jackson Street are existing viaduct structures.

b. What is the steepest slope on the site (approximate percent slope)?
The site is virtually flat and bounded by paved streets, train tracks or parking areas on all sides.

c. What general types of soils are found on the site (for example, clay sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
The surface geology of the site is classified as Hf, fill, both engineered and nonengineered. The characteristics of such fill include: debris, cobbles and boulders common, commonly dense or stiff if engineered, but very loose to dense or very soft to stiff if nonengineered. (Source: SR 99: Alaskan Way Viaduct and Seawall Replacement Project, Geology and Soils Technical Memorandum, Draft EIS, March 2004.)

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

The City of Seattle Critical Areas map indicates that site and surrounding area is mapped as a liquefaction hazard area.

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

Exterior sidewalk slabs to the south and west of the Station will be replaced with 8" thick concrete slabs. Exterior platform slab to east will be partially replaced with structure up to 3 ft wide and 4 ft deep, placed adjacent to the building. Excavation for exterior slabs equals approximately 800 cubic yards (CY), including soils/waste concrete. All excavation waste will be discarded and new fill brought in as needed. Trenching for utilities and vaults at south, west, and north sides of the Station will result in approximately 800 CY of waste.

Thirty-six steel-cased wells, 6" diameter x 300 feet deep and arrayed in a 3 x 12 pattern, will be installed to the west of the station for a closed loop, ground source heat pump system. The ground source heat pump borehole wells will draw and extract heat indirectly from the ground soils to provide building space heating and cooling. The borehole array will be supplemented by other heating and cooling equipment as required to meet the final building heating and cooling demands. Well holes will consist of a sealed plastic piping loop encased in a thermally conductive grout. No building water will interact directly with groundwater. The wells will be connected together via piping manifolds that will be located within trenches within the array and then piped within the building. Trench widths will be approximately 12 inches and will extend to between 3-ft and 5-ft in depth depending on site utility or other construction constraints. Trenches will interconnect all boreholes and will be located within the general excavation zone shown for the borefield. All boreholes and piping will be located within the King Street Station property boundary. Excavation for the drilled wells is about 1500 CY, including the excavation at the top of the wells for piping manifold installation.

Existing interior concrete slabs on the ground level in the baggage claim/other service areas will be repaired or replaced. Excavation for interior slabs will equal approximately 600 CY, including soils and waste concrete.

New piling, in the service areas only, will be augured in where needed for seismic strengthening of the building. Excavation volume of soils for piles and caps will equal approximately 800 CY.

Some existing historic floors need leveling by grout injection underneath. East and south wall foundations at the waiting room will need soil enhancement to mitigate future settlements. Enhancements will either be vertical sand drains, jet grouting, stone columns, or a combination of these. The work is anticipated to be performed from outside the building. Excavation volume for the soil enhancement is expected to be about 400 CY.

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

Erosion of surface soils could result from exposed ground surfaces, earthfill and stockpiles of earthfill and aggregates. The exposed soils could be transported with surface water runoff.

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

The existing site is fully developed with King Street Station and asphalt and concrete vehicular and pedestrian facilities. There will be no change in the amount of impervious surface as a result of the project.

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

The effects from most construction activities will be mitigated by implementing standard design and construction procedures. A stormwater pollution prevention plan (SWPPP) would be prepared following the requirements of the NPDES Construction Stormwater General Permit. Measures included in the SWPPP range from implementation of Best Management Practices (BMPs) to reduce erosion potential during construction, to spill prevention and response. BMPs include installing sediment-trapping devices, covering any stockpiles of excavated material, establishing construction access points, cleaning the streets, and conducting regular inspections of these practices.

B2. Air

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

Construction would result in temporary, localized increases in pollutant emissions from construction activities and equipment. For example, dust from construction activities and grading would contribute to ambient concentrations of suspended particulate matter. The construction contractor would have to comply with the Puget Sound Clean Air Agency's (PSCAA) Regulation I, Section 9.15 regarding reasonable precautions to minimize dust emissions. Reasonable controls may include applying water or dust suppressants during dry weather and vehicle washing and street cleaning to prevent dirt, mud and other debris on paved roadways open to the public.

Emissions related to construction would be short-term and relatively minor. As a result, no substantial air quality impacts would be expected from construction of any part of the facilities. Once the project is completed, main emissions sources would be from vehicles arriving and departing the site, adjacent trains and traffic on adjacent roadways.

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

A King County Odor Control Facilities is located immediately south of the site. There are no known off-site sources of emissions or odor that would affect this 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 standard federal, state and local emission control criteria and Seattle construction standards. Controlling fugitive dust emissions may require the following actions: spraying exposed soil with water or other suppressant; wetting down or by ensuring adequate freeboard on trucks transporting fill material or soil; promptly cleaning up spills of transported materials on public roads; providing wheel washers to remove particulate matter that would otherwise be carried offsite by construction vehicles; covering dirt, gravel and debris piles as needed to reduce dust and wind-blown debris; minimize odors onsite by covering loads of hot asphalt.

B3. 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 or water body it flows into.**
Elliott Bay is located 1/3 mile west of the 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.**
No.

(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.**
None.

(4) **Will the proposal require surface water withdrawals or diversions? If so, give general description, purpose, and approximate quantities if known.**
None.

(5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**
No.

(6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**
The project will not produce or discharge waste materials to surface waters.

b. Ground:

(1) **Will ground water be withdrawn, or will water be discharged to ground water? If so, give general description, purpose, and approximate quantities if known.**
No.

(2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, agricultural, etc.). Describe the general size 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.**
None.

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 runoff from the site is currently conveyed to the City's combined sewer system. The combined sewer system is a network of City stormwater collectors, which in turn flow to the King County sewer system and then to the West Point treatment plant to be discharged to Puget Sound.

Stormwater runoff from the King Street Station improvements would be directed to the same system as today. Discharge rates would be the same or less than current rates.

(2) **Could waste materials enter ground or surface waters? If so, generally describe.**
During construction, sediment from cleared and excavated areas and/or accidental spills of fuel, lubricants and other construction-related hazardous material could cause these materials to enter local combined sewer systems. Sediment and pollutants entering the combined sewer system should not directly affect water quality because these flows are first treated before being discharged to Puget Sound.

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

The project will meet the erosion and sediment control requirements of the City drainage code as well as the state NPDES regulations. The following measures will be implemented:

- A stormwater pollution prevention plan (SWPPP) will be prepared following the requirements of the General Permit for Stormwater Discharges Associated with Construction Activities.
- Erosion control best management practices (BMPs) will be used to reduce the erosion potential during project construction.
- The project would incorporate stormwater flow control facilities that meet City requirements where needed to prevent increases in flow rates to downstream conveyance systems.
- Treatment BMPs will meet the requirements of the City's Stormwater, Grading and Drainage Control Code for facilities on city streets.

B4. Plants

a. Check types of vegetation found on the site:

☐ Deciduous trees (check types): ☐ alder ☐ maple ☐ aspen ☐ other:
☐ Evergreen trees (check types): ☐ fir ☐ cedar ☐ pine ☐ other:
☑ Shrubs
☑ Grass
☐ Pasture
☐ Crop or grain
☐ Wet soil plants (check types): ☐ cattail ☐ buttercup ☐ bullrush ☐ skunk cabbage ☐ Other: *(NOTE: wet soil plants are located in ditches).*
☐ Water plants (check types): ☐ water lily ☐ eelgrass ☐ milfoil ☐ Other:
☐ Other types of vegetation:

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

Project construction could require the removal of a minor amount of existing streetscape vegetation (shrubs and grasses directly south of the building). No native vegetation would be

affected.

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

No threatened or endangered plant species are known to be on or near the site.

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

The restoration project intends to add appropriate street trees and other vegetation consistent with City of Seattle guidelines and as appropriate for the transportation function of the station.

B5. Animals

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

Birds: seagulls	☐ hawk ☐ heron ☐ eagle ☑ songbirds ☑ other:
Mammals:	☐ deer ☐ bear ☐ elk ☐ beaver ☐ other:
Fish:	☐ bass ☐ salmon ☐ trout ☐ herring ☐ shellfish ☐ other:

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

None.

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

The Glaucous Gull, protected by the Migratory Bird Treaty Act, is known to nest on the previous composition roof of King Street Station.

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

See response to B.4.d and B.3.d. above for mitigation measures related to wildlife. In addition, the Migratory Bird Treaty Act requires that specific steps be undertaken to protect the Glaucous Gull. A statement specifying the methodology to protect the birds is available for public review upon request.

B6 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.

The existing building uses electricity and natural gas to meeting energy needs, including lighting, heating and other typical office uses.

The City of Seattle requires a discussion of Greenhouse Gas (GHG) Emissions as part of the SEPA analysis. The project involves the rehabilitation of a 105-year old structure rather than the construction of a new building of similar square footage. As such, the energy already expended in the basic construction of the building has already occurred. The incremental energy used to rehabilitate the building will enable the project to utilize the already expended energy for decades to come. The greenhouse gas emissions of such rehabilitation should be considerable less than new construction of a similar size.

Greenhouse gas emissions for operations of the facility will represent an improvement over historic conditions due to the installation of modern, energy-efficient infrastructure. The

rehabilitation of the building is being designed to meet or exceed LEED Silver standards. LEED certification is based on a project's ability to address a variety of issues including energy and water efficiency, reuse and recycle of building materials, indoor air quality and other measures.

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

There is no proposed increase in the building's exterior dimensions, so there should be no affect on 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:

Energy conservation and efficiency features which may include the use of closed loop, ground source heat pump system, a radiant heating and cooling system; an under-floor displacement ventilation system to reduce the amount of ventilation air and fan loads is planned. In addition, advanced lighting and mechanical system controls and heat recovery will further reduce energy consumption. The project is anticipating a minimum LEED Silver certification.

B7. 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:

Hazardous materials and contaminated media are a concern for the proposed work, including Asbestos, Lead-Based Paint, Polychlorinated Biphenyls (PCBs), and Mercury; and contaminated soil and groundwater

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

Possible fire or medic services could be required during construction.

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

Appropriate measures consistent with City of Seattle Standard Specifications will be undertaken to remove and appropriately dispose of any hazardous materials disturbed as part of the project. Appropriate steps will also be taken to insure worker and customer safety during construction.

b. Noise

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

Noises that exist in the area will not affect the project.

(2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Noise levels in the vicinity of construction would temporarily increase during certain construction activities, though much of the work will be within the interior of the building. Short-term noise from construction equipment will be limited to the allowable maximum levels of City of Seattle's Noise Control Ordinance (SMC Chapter 25.08).

Noise from construction equipment may occur between the hours of 7 am and 10 pm weekdays, and 9 am to 10 pm weekends during construction.

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

The following measures will be used to minimize noise effects during construction:

- Whenever possible, operation of heavy equipment and other noisy procedures will be limited to non-sleeping hours.
- Seattle Department of Planning and Development will require hospital grade mufflers and silencers for diesel-powered heavy equipment.
- DPD will require ambient backup alarms for all vehicles required to use backup alarms.
- Idling of power equipment will be minimized.
- The Contractor will comply with City of Seattle noise regulations. The project will also request a temporary noise variance from DPD should nighttime construction be planned, and will abide by all conditions stated in the variance.

B8. Land and Shoreline Use

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

The site is currently used as a railroad passenger station (Amtrak passenger services, Sounder Commuter Rail, and Amtrak bus services). The upper floors of the building are currently vacant but have historically been used as railroad offices. Existing land uses in the area include office, retail, parking lots, sport stadium (Qwest Field), utilities and open space.

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

Not in recent history.

c. Describe any structures on the site.

King Street Station, built in 1904-1906, occupies most of the site. The building is comprised of a three story building, with an integrated 245' campanile clock tower. A plaza area, currently used for parking, is built over a ground-level storage area.

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

A small addition to the building, built in 1949, housing an escalator that has not been used for over twenty years, will be demolished as part of this project. It is not considered an historic element of the Station. A second addition, involving train baggage handling on the south side of the building, will also be removed.

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

The site is currently zones PSM-85/120, Pioneer Square Mixed.

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

The City Comprehensive Plan shows the site within the Downtown Seattle Urban Center.

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

Not applicable.

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

The City of Seattle Critical Areas map indicates that site and surrounding area is mapped as a liquefaction hazard area.

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

Amtrak is the current sole tenant of the building and will initially be the sole tenant of the completed project. Amtrak currently employs 32 people at the

station. No change is expected in number of people working at the station upon completion.

j. Approximately how many people would the completed project displace?
None. The only existing tenant, Amtrak, would continue to occupy the ground floor of the building duration construction and after construction.

k. Proposed measures to avoid or reduce displacement impacts, if any:
During construction, Amtrak's passenger and baggage services would be relocated within the building to facilitate rehabilitation of the existing ticketing, passenger waiting and baggage handling areas.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
The project is consistent with the adopted City Comprehensive Plan.

B9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
This project 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 project would not eliminate any existing residential units.

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

This project does not have any housing impacts.

B10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas? What is the principal exterior building material(s) proposed?
There is neither change in building height (245') proposed, nor any change in the principal building material (brick).

b. What views in the immediate vicinity would be altered or obstructed?
Views to/from/across the Jackson Street Plaza may change slightly with the addition of a new canopy extending from the building to Jackson Street along the west side of the Jackson Street Plaza. A rendering of the new canopy is available upon request.

c. Proposed measures to reduce or control aesthetic impacts, if any:
No substantive aesthetic impacts are anticipated. Any changes to the interior and exterior of the building must be approved by the Pioneer Square Preservation Board. As a Seattle Landmark and a National Register-listed building, the station has long played a substantial role in the image of the City. The restoration is intended to maintain the historic landmark and aesthetic qualities of the building.

B11. Light and Glare

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

Some additional exterior lighting is proposed, especially on the Jackson Street Plaza level. Replicas of the historic lamp posts will illuminate and enhance the wayfinding to the facility. The lighting would primarily be used in the evening and night.

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

No.

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

None.

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

Lighting strategies include fixtures that shield and control light spillage during evening hours.

B12. Recreation

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

Seattle Parks and Recreation owns and operates Union Station Square park directly across Jackson Street from King Street Station. The park is 1600 square feet and includes trees, lighting and green space.

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

No.

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

None needed.

B13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

Yes. The building being restored through this project is a listed National Historic structure and a designated Seattle Landmark. It is also part of the Pioneer Square Historic District.

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

King Street Station is individually listed on the National Register of Historic Places (NRHP) and lies within the Pioneer Square – Skid Road Historical District, also listed on the NRHP. Recent utility work on an adjacent site was monitored during excavation for evidence of historic, archaeological, scientific or cultural importance. The report found some historic features in the fill, but because the historic artifacts were deposited as fill, they lacked context and association, and thus integrity.

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

The restoration work on King Street Station will comply with the conditions set forth in a 1996 Memorandum of Agreement which requires that the project design for rehabilitation be consistent with the Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Buildings. The design and specifications will also be developed in consultation with the State Historic Preservation Officer (SHPO) and submitted to the SHPO for review and comment. The analysis, findings and recommendations of the Historic Structure Report (completed in 1998) will be used as a guide to the rehabilitation design process. In addition, all work on the building will require review by the Pioneer Square Review Board.

B14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

South Jackson Street is an east-west arterial that runs directly in front on the building. South King Street is a local street (also east-west) that terminates just to the west of the building. Third Avenue South is a local street (north-south) that terminates just north of the site. Second Avenue Extension South (north-south) passes to the northeast of the site and connects with Fourth Avenue South to the east of the site.

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

The site is well served by public transit. Numerous King County Metro routes stop at the northbound bus stop at 4th Avenue S and S Jackson Street. Other buses serve a west/northbound stop on S Jackson Street just east of 4th Avenue South. Southbound, numerous bus routes serve the stop at 2nd Avenue Extension South, just north of South Jackson Street. One block east of the site is the International District Tunnel Station, served by numerous King County Metro and Sound Transit bus lines and soon to also be served by Link Light Rail.

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

There are approximately 18 parking spaces on the current Jackson Street Plaza level, currently being used for construction staging associated with the Roof Repair project, and historically used by Burlington Northern/Santa Fe (BNSF) and/or Amtrak employees. These spaces would be eliminated as a result of the project.

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

Existing roadway surfaces in the immediate project area (King Street and adjacent roadways) may be resurfaced as part of the project.

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

The project is in the immediate vicinity of the BNSF mainline railroad tracks, used by BNSF, Amtrak and Sounder Commuter Rail. Several rail siding tracks terminate just south of the building.

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

No change from existing volumes, though the removal of the 18 parking spaces would reduce or relocate the trips generated by users of the lot. There are currently up to 9 Amtrak buses per day serving the Station, as well as taxis and private vehicles that drop off and pick up passengers.

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

Any necessary street lane closures during construction must be approved by the City. Appropriate signage and/or traffic control measures will be undertaken as needed to facilitate traffic movement, especially on King Street adjacent to the station. Any pedestrian detours required during construction will be ADA-accessible.

B15. Public Services

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

The project will have no impact on the need for public services.

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

The project will coordinate with fire, emergency medical and police service providers before construction to provide constructions schedules and any planned closures or detours and work with them to establish access routes if necessary to ensure that access is not blocked and response times are affected at little as possible.

B16. Utilities

a. Check utilities currently available at the site, if any: ☐ **None**

☑ **electricity** ☑ **natural gas** ☑ **water** ☑ **refuse service**
☑ **telephone** ☑ **sanitary sewer** ☐ **septic system**
☐ **other:**

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. ☐ **None**

All of the above noted utilities will be required for the project. Electricity is provided by Seattle City Light; water and sanitary sewer by Seattle Public Utilities; natural has by Puget Sound Energy; telephone by Qwest and other providers; and refuse service by contracted provider(s). Some utility work within and immediately adjacent to the building may be required as part of the effort to upgrade building systems. Work will be coordinated with the appropriate utility provider(s).

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: _____ Date: May 9 2009

Project Manager

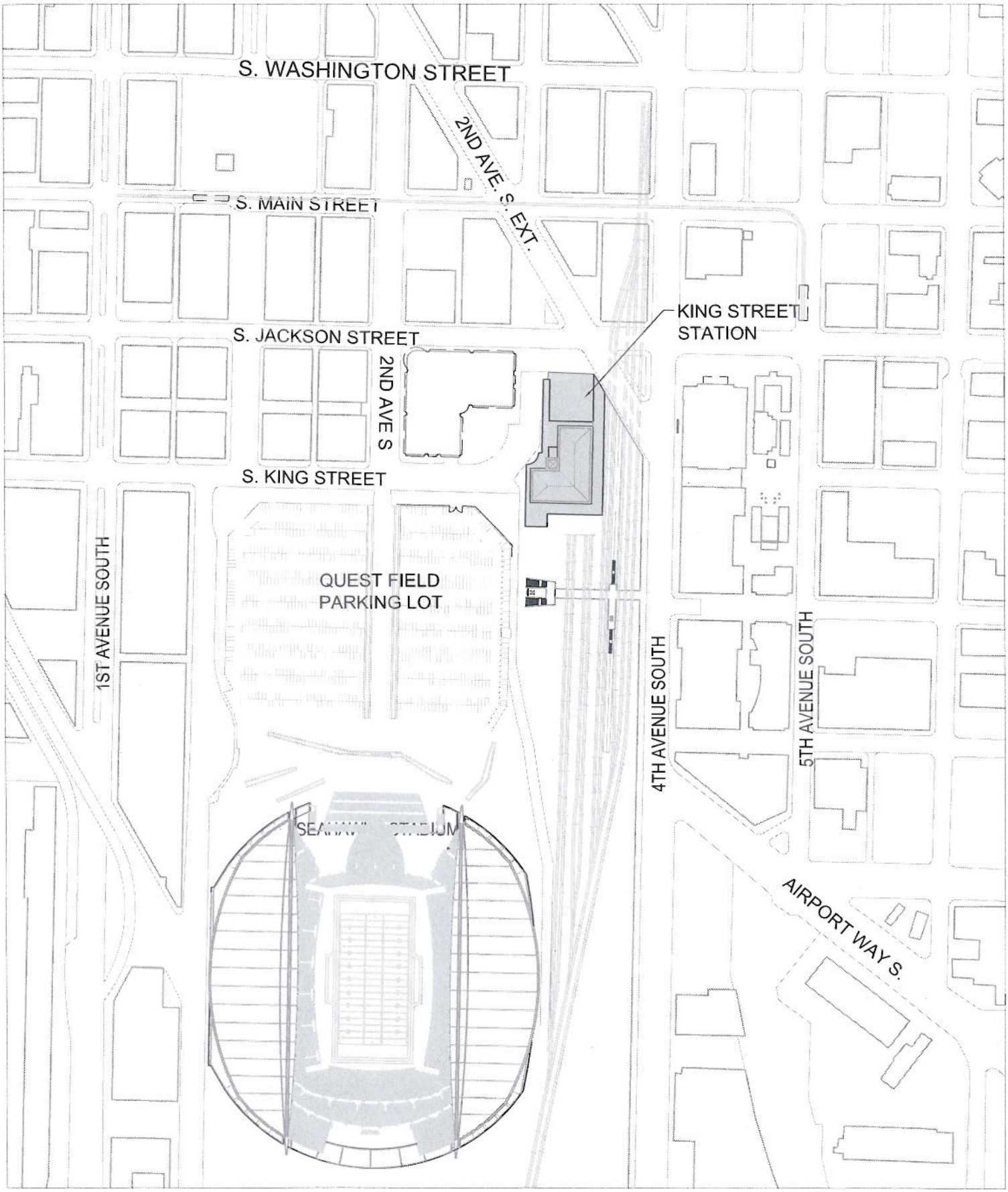

EXHIBIT 1: VICINITY MAP
KING STREET STATION - PHASE 2

MARCH 19, 2009

ZIMMER GUNSUL FRASCA ARCHITECTS, LLP