
Discipline Report
***Environmental
Justice***

Prepared by:
HNTB Corporation

June 13, 2014



Environmental Assessment
Magnolia Bridge Replacement
City of Seattle

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What is the Magnolia Bridge Replacement Project?

The Magnolia Bridge located in the Interbay neighborhood of Seattle, was constructed in 1929 and has been modified, strengthened and repaired several times. The west end of the bridge was damaged by a landslide in 1997 and was closed to repair and replace bridge columns and bracing. Construction included six additional supports and a new retaining wall north of the bridge to stabilize the bluff from further landslides. The 2001 Nisqually Earthquake also resulted in damage to the bridge and bridge closure during repairs. Nearly half of the original concrete braces on the west portion of the bridge were damaged beyond repair and were replaced with steel bracing. A partial seismic retrofit of the single-span bridge structure over 15th Avenue West was completed in 2001.

Inspections of the bridge concluded that the concrete structure is showing signs of deterioration. The concrete is cracking and spalling at many locations, apparently related to corrosion of the reinforcing steel. Currently a bridge conditions study is being completed to determine if the bridge has deteriorated further.

The Magnolia Bridge Replacement Project proposes to replace the existing Magnolia Bridge structure, approaches, and related arterial connections with facilities that maintain convenient and reliable vehicular and non-motorized access between the Magnolia community and the rest of the City of Seattle.

What's been done so far?

The Seattle Department of Transportation (SDOT) commissioned a Type, Size, and Location (TSL) study after the 4,400-foot Magnolia Bridge sustained damage in the 2001 Nisqually Earthquake. Although the bridge was repaired and is now safe for motorists to use, it is at risk if another seismic event were to occur.

In 2002, SDOT started identifying alternatives for replacing the Magnolia Bridge. The project team identified 25 project alternatives in both existing and new locations in the Interbay neighborhood. After two rounds of technical review and an extensive public involvement process, the team selected three build alternatives and the no build alternative for further study in a National Environment Policy Act (NEPA) environmental document.

SDOT began analyzing and comparing the impacts of the three alternatives to complete its obligations under the NEPA through the development of a draft Environmental Assessment (EA) and environmental discipline reports:

- Air Quality
- Environmental Justice
- Geology and Soils
- Hazardous Materials

- Historic, Cultural and Archaeological Resources
- Land Use
- Noise
- Public Lands, Section 4(f)
- Public Services and Utilities
- Social, Economic, and Relocation
- Traffic and Transportation
- Visual Quality
- Water Quality
- Wildlife, Fisheries, and Vegetation

Based, in part, on the technical information provided in these reports and the TSL study, SDOT recommended a preferred alternative. Other factors considered included, for example, community input and cost.

What alternatives are being considered?

After two rounds of technical review and an extensive public involvement process, the team selected Alternatives A, C, and D for further study in a NEPA environmental document¹.

- Alternative A (Preferred Alternative) will replace the bridge with a similar facility just south of the existing bridge.
- Alternative C combined bridge and surface segments, arcing to the north through the Port of Seattle property.
- Alternative D maintain the same endpoints as currently exist for the Magnolia Bridge, but arch the alignment to the north.

What is the Preferred Alternative?

In March 2006, the Seattle Department of Transportation (SDOT) recommended Alternative A as the Preferred Alternative to replace the Magnolia Bridge. Alternative A replaces the existing bridge with a new structure immediately south of the existing bridge between Magnolia Bluff and Pier 90, and on the existing bridge alignment between Pier 90 and 15th Avenue West. Ramps would provide access from the bridge's mid-span to the waterfront and the Port of Seattle Terminal 91 uplands property. Connections at the east and west ends of the bridge would be similar to the existing bridge. In November 2006, SDOT selected a bridge structure type following several public outreach events and consultations with the project's Design Advisory Group² and the Seattle Design Commission³.

¹ Detailed descriptions of the three build alternatives can be found on pages 7 through 16 (pages 17 through 26 of this document) of the Social, Economic, and Relocation Discipline Report (draft revised December 2006).

² The Magnolia Bridge Design Advisory Group met from 2002 to 2008 and included representatives from: Bicycle Alliance of Washington, Magnolia Chamber of Commerce, Magnolia Community Club, Magnolia/Queen Anne District Council, Port of Seattle, Queen Anne Chamber of Commerce, Queen Anne Community Council, Seattle Marine Business Coalition and BINMIC, Uptown Alliance and Friends of Queen Anne.



Figure 1 Alternative A (Preferred Alternative)

What's new?

The project has been on hold for final design and construction since 2007. In 2013, SDOT and the Washington State Department of Transportation decided to complete the project's environmental documentation. Since 2007, several project study area conditions have changed. Three of the more significant changes are the terminations of the Seattle Monorail Project and the Port of Seattle's North Bay Master Plan process, and the acquisition of the Terminal 91 West Yard for expansion of Smith Cove Park and siting a King County combined sewer overflow (CSO) facility.

Seattle Monorail Project

The Seattle Monorail Project Green Line was in development during the TS&L phase of the Magnolia Bridge Replacement Project. Discipline reports prepared in 2003 through 2005 considered the effects of the monorail and bridge projects. The Green Line included an elevated monorail in the 15th Avenue West/Elliott Avenue West corridor at the east end of the Magnolia Bridge. Following a November 2005 public vote that did not approve a reduced-scale project, the project was terminated prior to the start of any construction and all purchased property was sold.

North Bay Master Plan

During the TS&L phase of the Magnolia Bridge project, the Port of Seattle prepared a Master Plan for 94 acres of Port-owned upland properties at Terminal 91 and five acres of adjacent, City of Seattle-owned property. The total 99-acre area was termed the "North Bay Site" (Port of Seattle 2005). The North Bay Preferred Alternative assumed 3.75 million square feet of new building space developed over 25 years in an urban industrial campus. In addition, the North Bay Preferred Alternative assumed modifications and additions to the Seattle Comprehensive Plan and

³ The Seattle Design Commission is a citizen advisory committee appointed by the Mayor and confirmed by City Council to provide feedback and recommendations on the design of capital improvements and other projects and policies that shape Seattle's public realm.

rezoning of Port-owned property. No further action on Port Commission adoption of the Master Plan has taken place since 2005 and the site remains in industrial zoning.

In 2010, the Port conducted a development options analysis of Terminal 91 (Port of Seattle 2010). The analysis focused only on uses permitted under current zoning. The analysis noted that there has been a historic demand for yard storage on the North Bay property, in the form of vehicle parking and equipment storage and concluded that this remains its current highest and best use.

Magnolia Bridge Replacement discipline report references to North Bay generally refer to the general site and not to specific future development conditions. These references are not revised in the discipline report addendum.

Smith Cove Park Expansion

In March 2013, an agreement was reached between the City of Seattle, King County and the Port of Seattle to acquire the Terminal 91 “West Yard” property for the Magnolia Combined Sewer Overflow project and as an addition to Smith Cove Park. The West Yard property is the 5.38 acres south of West Garfield Street and east of 23rd Avenue West. About 0.79 acre has been purchased by King County for a sewer overflow underground storage tank and an above ground building for the South Magnolia Combined Sewer Overflow (CSO) facility. Other portions in the north part of the remaining 4.60-acre site contain permanent pipeline, surface and aerial easements to King County for the operation of the CSO facility. The design of CSO facilities on the West Yard site and adjacent Terminal 91 areas have been coordinated with the City of Seattle to accommodate the future Magnolia Bridge replacement structure including the ramps to and from 23rd Avenue West.

What’s in this discipline report?

2006 Environmental Justice Discipline Report (Draft)

A draft Environmental Justice Discipline Report for the Magnolia Bridge Replacement Project was prepared in 2005 and 2006 during the Type, Size and Location design phase of the project. The report describes the methods and information sources used to consider disproportionately high and adverse impacts on minority and low-income populations. This report also describes potential environmental impacts of the project and mitigation measures.

As of January 2014, this draft discipline report was available on the Seattle Department of Transportation web site for the Magnolia Bridge Replacement Project (<http://www.seattle.gov/transportation/magbridgereplace.htm>). The report is included in this document in its entirety.

Environmental Justice Discipline Report Addendum

Since completion of the draft Environmental Justice Discipline Report (2006), the Seattle Department of Transportation recommended a preferred alternative alignment and bridge types in 2006 and completed the bridge design to

approximately the 30 percent level in 2007 and 2008. The Environmental Justice Discipline Report Addendum provides updated regulatory information and updated impact analysis for the Preferred Alternative (Alternative A – Ramps)..

No further design development was done for Alternative A – Intersection, Alternative C, Alternative C – Intersection, or Alternative D – Ramps. Impact analyses have not been revised for these alternatives.

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**Discipline Report
Addendum**

***Environmental
Justice***

Prepared by:
HNTB Corporation

June 13, 2014



Seattle Department of Transportation
Agreement No. T12-64

Environmental Assessment

Magnolia Bridge Replacement

City of Seattle

See the Table on Contents on page *iii*.

The Alternative A – Ramps alternative evaluated in the Environmental Justice Discipline Report (draft 2006) was recommended by the Seattle Department of Transportation (SDOT) as the Preferred Alternative in 2006. The Plans, Specifications and Estimates (PS&E) phase of the Magnolia Bridge Replacement Project advanced the Preferred Alternative design to the 30 percent level.

Because build Alternatives C and D are no longer under consideration, the impacts and mitigation updates are limited to the Alternative A (Preferred Alternative) alignment. Alternative A had two design options: Alternative A – Intersection with an intersection on the bridge connected to a north-south roadway direct north into the Terminal 91 North Bay property; and Alternative A –Ramps with half-diamond interchange ramps at 23rd Avenue West to and from the east. The Preferred Alternative includes only 23rd Avenue West ramps to and from the east.

Regulatory Framework

See the draft Environmental Justice Discipline Report (2006) on page 13 of this report for a description of the following regulations:

- Executive Order 12898 on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994)
- Title VI of the Civil Rights Act of 1964
- Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency (LEP)* (August 11, 2000)

The following City of Seattle regulation was adopted in 2008:

City of Seattle Executive Order 05-08 Inclusive Outreach and Public Engagement

This executive order, issued by the Mayor of Seattle in 2008, directs City departments to perform outreach and public engagement to reflect the racial and cultural diversity of Seattle’s residents and directs departments to develop a common approach to inclusive outreach and coordinate implementation Citywide.

Analysis Approach

See the draft Environmental Justice Discipline Report (2006) on page 14 of this report for a description of the analysis approach.

The study area demographic profile from the draft report has been updated with data from the 2010 U. S. Census, Seattle Public Schools demographics, and additional interviews with area businesses with minority employees. This information was evaluated relative to the Preferred Alternative to determine the magnitude or

intensity of impact and to determine if high and adverse impacts would fall disproportionately on minority or low-income populations.

Studies and Coordination

This Environmental Justice discipline report has been prepared consistent with the guidelines contained in Chapter 458 (WSDOT, 2013) of the WSDOT Environmental Procedures Manual (EPM). Demographic and business relocation information collected for the Social, Economic, and Relocation discipline report (2013) has been used to help evaluate potential disproportional impacts on minority, low-income, and limited English proficiency populations.

See the draft Environmental Justice Discipline Report (2006) on page 15 of this report for the data sources used. Updated data included in this addendum has been obtained from:

- 2010 U.S. Census
- American Community Survey (five-year estimates)
- Seattle Public Schools demographics (October 2012 and May 2013)
- Interviews of affected business owners (July, August, and October 2013)

The draft report documented interviews conducted in 2004 with representatives of six potentially affected marine-related businesses in the Interbay area. The project team obtained demographic data on the businesses' employees when available.

In 2013, seven Terminal 91 businesses in the Preferred Alternative vicinity were interviewed:

- Anthony's Seafood Distributing (interviewed August 13, 2013)
- Holland America (interviewed July 29, 2013)
- Independent Packers (interviewed August 7, 2013)
- Intercruises (interviewed August 1, 2013)
- Lineage CityIce Seattle (interviewed August 21, 2013)
- Sleeping Giant, Inc. (interviewed October 31, 2013)
- Trident Seafoods (interviewed August 2, 2013)

Four of the seven businesses interviewed in 2013 had been interviewed in 2004. These are Anthony's Seafood Distributing, Independent Packers, Lineage CityIce, and Trident Seafoods. Two of the six businesses interviewed in 2004 are no longer located in the project area: Snider Petroleum; and Tsubota Family/Opus.

Major Assumptions

The draft Environmental Justice Discipline Report (2006) analysis assumed that the Port of Seattle Terminal 91 North Bay property would be developed consistent with current industrial zoning for the site, which would allow industrial and commercial development but not residential development. This assumption remains valid although the North Bay redevelopment proposals from the Port of Seattle's 2005

master plan for the North Bay site have not been carried forward. See the draft Environmental Justice Discipline Report (2006) for the other major assumptions.

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Affected Populations

The draft Environmental Justice Discipline Report (2006) reported demographic data available from the 2000 U.S. Census. This addendum contains data from the 2010 U.S. Census and the American Community Survey (ACS). The Seattle Public Schools minority students counts and school lunch program participation is updated. Study area employer interviews were conducted in 2013 to update the employee demographic data from the draft report.

Area of Potential Impact

Data were collected for the same six census tracts evaluated in the draft Environmental Justice Discipline Report. This study area is consistent with the study area used for the Social, Economic, and Relocation discipline report.

A smaller study area of one-half mile from the centerline and project limits of each build alternative is used for demographic data for environmental justice (EJ) populations. Addendum Figure 1 shows this area and Appendix A, Environmental Justice Demographics, contains additional maps and data for this smaller study area.

2010 U.S. Census Data

Race and Ethnicity

Population counts and characteristics for King County, the City of Seattle, and the 2010 Census Tracts that encompass the study area are summarized in 1 which compares the ethnic and racial population components of the study area census tracts with those of the City of Seattle and King County. This table replaces the draft Environmental Justice Discipline Report Table 1.

The study area has a smaller percentage of minority residents compared with the rest of the city and King County. Whites account for approximately 80 to 90 percent of the population in the study area census tracts compared to approximately 70 percent in the city and 69 percent in the county. Based on the U.S. Census data, no particular ethnic or racial group appears to reside in proportionately higher numbers in the study area compared to the city or the county.

1 also includes minority populations within one-half mile of the project alternatives. The one-half mile area contains Census Tract Block data more representative of conditions near the project than the full census tracts may be. Addendum Figure 1 shows the census blocks within one-half mile of the project. This area has a 19 percent minority population with Asian/Pacific Islander at six percent and six percent Hispanic or Latino ethnicity. Appendix A contains graphic displays of minority population percentage ranges in Census Tract block groups.

**Addendum Table 1
Ethnic and Racial Composition**

Area	Race (all categories)					Ethnicity	Race and Ethnicity
	White ¹	Black or African American	American Indian and Alaska Native	Asian/Pacific Islander	Other race or two or more races	Hispanic or Latino (of any race)	Total minority ²
Local Jurisdiction							
King County	68.7%	6.2%	0.8%	15.4%	9.0%	8.9%	35.2%
City of Seattle	69.5%	7.9%	0.8%	14.2%	7.6%	6.6%	33.7%
Study Area Census Tracts							
Census Tract 56.00	90.5%	0.8%	0.1%	4.5%	4.0%	2.6%	11.5%
Census Tract 57.00	85.2%	1.5%	0.5%	7.7%	5.1%	3.6%	17.1%
Census Tract 58.01	83.1%	2.6%	0.9%	7.1%	6.3%	5.9%	20.6%
Census Tract 58.02	80.5%	3.7%	0.7%	7.4%	7.8%	8.2%	24.2%
Census Tract 59.00	85.9%	2.0%	0.6%	5.9%	5.6%	4.2%	16.5%
Census Tract 69.00	87.7%	1.1%	0.3%	5.0%	5.9%	3.8%	14.7%
Within one-half mile of project alternatives³							
	84%	2%	0%	6%	7%	6%	19%

Source: 2010 U.S. Census Summary File 1

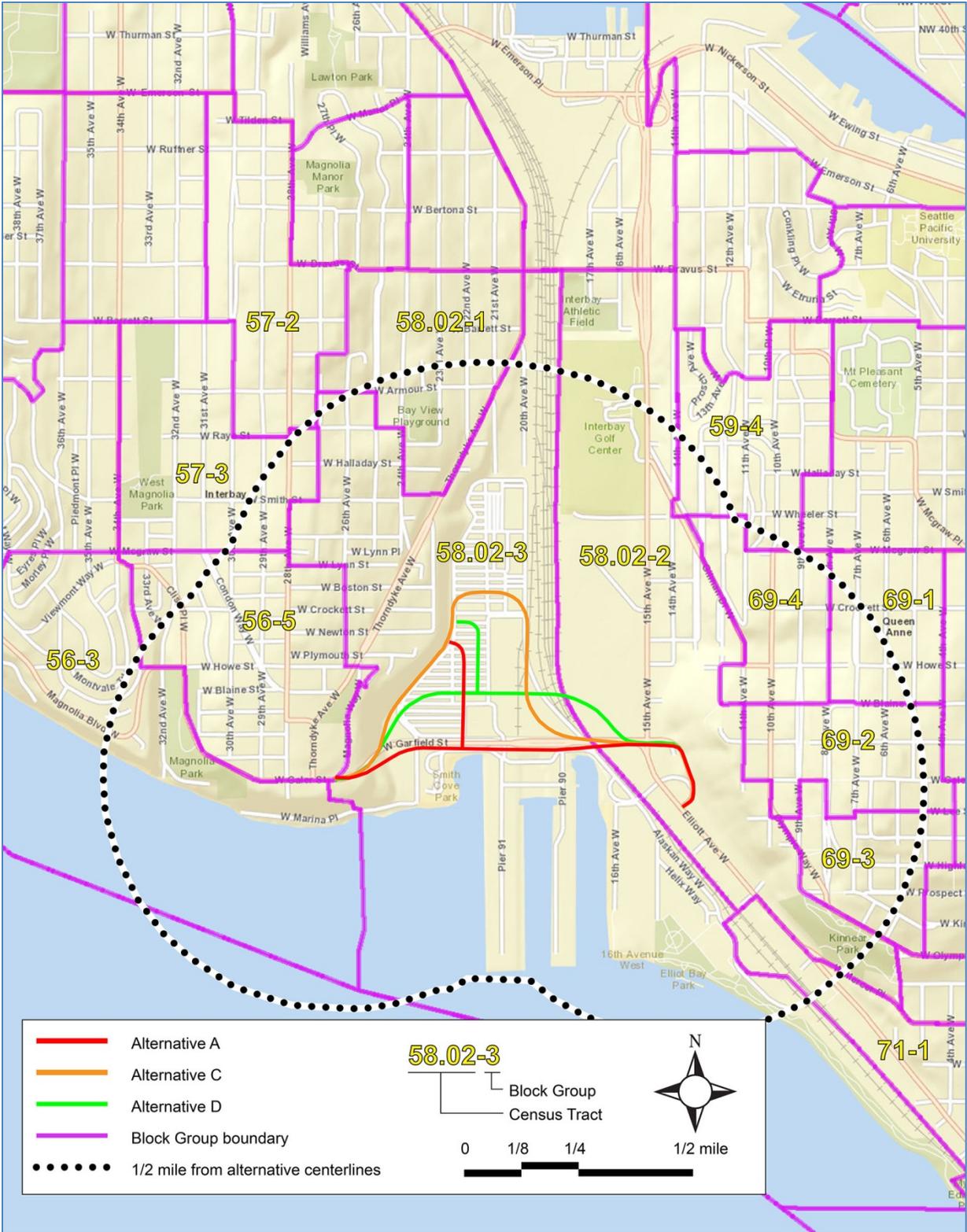
1 Includes White/Hispanic

2 Does not include non-Hispanic White

3 Calculated by EJView (URL: <http://epamap14.epa.gov/ejmap/entry.html>). See Appendix A.

Poverty Status

Addendum Table 2 shows the poverty status for individuals in the study area, the City of Seattle, and King County. This table replaces the draft Environmental Justice Discipline Report (2006) Table 2. The study area has proportionately fewer individuals living under the poverty level than the city and county. Census Tract 59, covering the northwest portion of the Queen Anne neighborhood, has a poverty level matching the King County average, but well below the Seattle citywide average. The area within one-half mile of the project has 11.6 percent of the population below the poverty line. This is somewhat higher than any of the individual census tracts (Census Tract 59 is 10.4 percent), but lower than the citywide average of 13.2 percent.



Addendum Figure 1 Census Block Groups within one-half mile of project alternatives

Addendum Table 2 Poverty Status

Area	Population for Poverty Status Determination ¹	Population Below Poverty Level	Percentage Below Poverty Level
Local Jurisdiction			
King County	1,880,029	198,546	10.4%
City of Seattle	584,685	77,109	13.2%
Study Area Census Tracts			
Census Tract 56.00	6,320	283	4.5%
Census Tract 57.00	6,326	568	9.0%
Census Tract 58.01	5,216	250	4.8%
Census Tract 58.02	4,342	308	7.1%
Census Tract 59.00	5,814	606	10.4%
Census Tract 69.00	3,965	305	7.7%
Within one-half mile of project alternatives²			
	4,568	531	11.6%

Note: 1. The Census Bureau uses the federal government's official poverty definition, which involves comparing an individual's total family income with the poverty threshold appropriate for that individual's family size and composition. Poverty status is determined for all people except those who are institutionalized, in military group quarters, in college, or unrelated and under 15 years old.

2. The population below the poverty line in this area is estimated as the households in the income groups below \$25,000 from the EJView ACS Summary Report. See Appendix A.

Sources: U.S. Census Bureau, American Community Survey 2011 5-year table B17001. EJView ACS Summary Report, run August 27, 2013.

Limited English Proficiency

Addendum Table 3 replaces the draft Environmental Justice Discipline Report Table 3. In the ACS survey used for Addendum Table 3, the English proficiency question was asked of a sample of the population who reported that they spoke a language other than, or in addition to, English at home. Respondents were asked to rate their ability to speak English in one of the following categories: "Very well," "Well," "Not well," or "Not at all." Those responding with any answer other than "Very well" were classified as being limited English proficient (LEP) persons. This method of reporting proficiency is similar to the 2000 census data reported in the Environmental Justice Discipline Report.

The study area contains proportionately fewer individuals that are limited English proficient persons compared to the city and county. In the six census tracts of the study area, 349 people (1.1 percent of the study area population age 14 or older) are LEP. The LEP population within one-half mile of the project alternatives is 1.4 percent of the total. Citywide, 4.7 percent of the population is classified as LEP.

**Addendum Table 3
Limited English Proficient Persons**

Area	Population Age 5 and Older	Limited English Proficiency (Age 5 and Older ¹)	
		Number	Percentage
Local Jurisdiction			
King County	1,789,600	91,011	5.1%
City of Seattle	571,982	26,840	4.7%
Study Area Census Tracts			
Census Tract 56.00	5,952	0	0%
Census Tract 57.00	5,982	29	0.5%
Census Tract 58.01	5,049	118	2.3%
Census Tract 58.02	4,454	107	2.4%
Census Tract 59.00	7,204	44	0.6%
Census Tract 69.00	3,665	51	1.4%
Total Study Area	32,306	349	1.1%
Within one-half mile of project alternatives²			
	8,086	115	1.4%

Note: ¹ Limited English proficiency includes individuals age 5 or older that do not speak English or speak it less than less than well.

² This area is within one-half mile of Alternatives A, C, and D evaluated in the draft discipline reports. The LEP population within one-half mile of the Preferred Alternative only is 5,501. LEP persons are 1.3 percent.

Sources: 2011 American Communities Survey, 2007- 2011-year Estimate, Table B16004.

The one-half mile area from a U.S. EPA EJView ACS Summary Report using 2006-2010 ACS 5-year estimates. Magnolia Bridge Replacement Social, Economic, and Relocation Discipline Report. Draft August 27, 2013. Addendum Figure A-6.

The 2.4 percent LEP population in Census Tract 58.02 is comprised of speakers of non-Spanish Indo-European languages (0.6 percent), and Asian and Pacific Island languages (1.8 percent).

Seattle Public Schools Statistics

Seattle Public School statistics have been gathered as a secondary source of minority population and income data for the project area.

Race and Ethnicity

Addendum Table 4 replaces draft Environmental Justice Discipline Report (2006) Table 4 and provides October 2012 enrollment counts and ethnic distribution percentages for study area schools. All minorities have lower percentage representations in study area public schools than the district-wide averages.

Compared with the 1 minority population for study area census tracts, the public school data show higher percentages of minorities.

**Addendum Table 4
Public School Race and Ethnicity (October 2012)**

School (Grades)	School Enrollment (Pct. Area Resident)	American Indian	Asian/Pacific Islander	Black/African American	Hispanic/Latino	White	Multi-Racial
District Total	50,648 (N/A)	1.0%	18.1%	17.7%	12.6%	44.0%	6.6%
Study Area Schools							
Lawton Elementary (K-5)	433 (N/A)	0.7%	7.6%	1.6%	8.3%	70.4%	11.3%
Hay Elementary (K-5)	546 (N/A)	0.2%	12.1%	5.3%	8.2%	63.7%	10.4%
Coe Elementary (K-5)	452 (N/A)	1.3%	8.8%	3.3%	11.7%	70.6%	4.2%
Catherine Blaine School (K-8)	621 (76.0%)	0.8%	8.1%	2.3%	6.8%	71.5%	10.6%
McClure Middle School (6-8)	448 (91.1%)	2.0%	8.9%	7.8%	10.7%	63.8%	6.7%

N/A - Not available

Source: Seattle Public Schools, 2012.

Students on the School Lunch Program

Addendum Table 5 replaces draft Environmental Justice Discipline Report (2006) Table 5 and provides May 2013 numbers of students in the “Free or Reduced-Price Meals” program. Eligibility for this program is income and family size dependent. In 2012, a student in a family of four was eligible for free lunches if the family had an annual income below \$29,665. The income limit for reduced-price lunches for a family of four was \$42,643 (Seattle Public Schools, 2012).

**Addendum Table 5
School Lunch Program (May 2013)**

School (Grades)	School Enrollment	Number Receiving Free or Reduced-Price Lunches	Percent Receiving Free or Reduced-Price Lunches
Seattle Public Schools Total	50,618	21,065	41.6%
Study Area Schools			
Lawton Elementary (K-5)	433	63	14.7%
Hay Elementary (K-5)	561	88	15.7%
Coe Elementary (K-5)	462	74	16.0%
Catherine Blaine School (K-8)	616	81	13.1%
McClure Middle School (6-8)	452	108	23.9%

N/A - Not available

Source: Washington State Office of Superintendent of Public Instruction, 2013.

Limited English Proficient Students

Addendum Table 6 replaces the draft Environmental Justice Discipline Report (2006) Table 6. Most study area public schools have LEP student percentages well below the Seattle Public Schools 12.1 percent total.

Addendum Table 6
Public School Students with Limited English Proficiency (October 2012)

School (Grades)	School Enrollment	Pct. Area Resident)	Number Classified as LEP	Percent Classified as LEP
Seattle Public Schools Total	49,864	N/A	5,961 ¹	12.1%
Study Area Schools				
Lawton Elementary (K-5)	433	N/A	2	0.5%
Hay Elementary (K-5)	546	N/A	5	0.9%
Coe Elementary (K-5)	452	N/A	43	9.5%
Catherine Blaine School (K-8)	621	76.0%	14	2.3%
McClure Middle School (6-8)	448	91.1%	9	2.0%

1. Number of students in June 2012 assessed as Limited English Proficiency.

Source: Seattle Public Schools, 2012.

Employment Composition

The project team interviewed representatives of seven marine-related businesses in the Interbay area and within the Port of Seattle Terminal 91 (see Addendum Table 7). Five of the businesses are related fish to processing and distribution: Anthony's Seafood Distributing; Independent Packers; Lineage CityIce; Sleeping Giant; and Trident Seafoods. The other two businesses, Holland America and Intercruises, are related to the Port of Seattle's cruise terminal on Pier 91 which operates during the May through September cruise season.

The fishing industry businesses typically employ high percentages of minorities. Terminal 91 major employers interviewed in 2004 reported approximately 73 percent of their workforce as minority. The fishing industry businesses interviewed in 2013 reported between 50 and 86 percent minority workforces. Minorities represented include Vietnamese, Filipino, Samoan, African American, and African. Many of the foreign-born minorities were reported to be limited English proficient (LEP).

Addendum Table 7 Terminal 91 Employer Interviews (2013)

Employer (interview date)	Employees on Site (minority %)	Minority Languages Spoken	Transit Use
Anthony's Seafood Distributing (August 13, 2013)	18 (N/A)	Spanish, Nepalese	N/A
Holland America (July 29, 2013)	100 ^a (N/A)	All English proficient, many English as a second language	Know of less than 10%
Independent Packers (August 7, 2013)	130 (90% estimated)	Spanish, Tagalog, Vietnamese, East African languages	Some use
Inter cruises (August 1, 2013)	160 ^b (40% estimated)	English proficiency required. Minorities largely Chinese and Vietnamese.	10-20% estimated
Lineage CityIce Seattle (August 21, 2013)	45 (50% estimated)	Spanish. Some limited English proficiency, but most bilingual.	10% estimated
Sleeping Giant, Inc. (October 31, 2013)	3 ^c (N/A)	N/A	
Trident Seafoods (interviewed August 2, 2013)	More than 200 (86%)	Spanish, Tagalog, Vietnamese	25% have transit passes

- a. Employment is during the May through September cruise season.
- b. Employment is during the May through September cruise season, with many part-time jobs.
- c. Family-owned business.

Source: HNTB Corporation, 2014.

One of the larger fish processor businesses with over 200 employees provides subsidized transit passes and estimates 25 percent of the workforce has purchased passes. Transit users walk in from the Elliott Avenue West bus stops or use the bus stops on the Magnolia Bridge that serve the routes to and from Magnolia. Other employers interviewed report lower levels of transit use.

Two businesses interviewed in 2013 serve the cruise ships that began operating from Terminal 91 in 2009. These businesses have between 100 and 160 employees each. They report up to 40 percent minority employees. Due to the type of service employment and customer interaction, English proficiency is required. The jobs are mostly part-time related to the time the cruise ships are in port. Both businesses reported that employees were often students or held other jobs. One company that employs 160 during the cruise season estimated the job was not a primary source of income for 70 percent of their workforce.

Enhanced Public Involvement

See the draft Environmental Justice Discipline Report (2006) for discussion of the efforts that occurred through 2006 to identify and contact minority, low-income, and linguistically isolated communities and individuals in potentially affected areas.

Terminal 91 employers were contacted in 2013 to determine the minority and low income composition of their workforces. Each interviewee was provided an overview the project, a description of environmental justice (EJ) and EJ analysis, and several questions that would be asked during the interview. The interview questions used were:

1. Knowing that reconstruction will require a temporary bridge closure, what construction impacts do you foresee potentially affecting minority or low-income populations with whom you are associated?
2. What types of outreach (meetings, electronic input, etc.) would work best to engage minority or low-income populations in this process and to solicit feedback on the updated environmental analysis?
3. Do you have constituents / employees with limited English proficiency? If so, what language(s) do they speak?
4. Are you aware of any transit-dependent people, employees, or groups who use the transit stops on the Magnolia Bridge or 15th Avenue West to get to/from work or otherwise gain access to important services?
5. Are there other individuals, groups, or service providers we should speak with to further inform the project's environmental justice analysis?

Project Background

The draft Environmental Justice Discipline Report (2006) contains a project background including build alternatives requiring preparation of an EIS. The Preferred Alternative is within the existing bridge corridor. The project alternatives located outside of the existing bridge corridor were eliminated from further consideration. The FHWA determined that an Environmental Assessment should be prepared and rescinded the "Notice of Intent" to prepare an EIS that had been issued in 2003.

General Public Involvement Activities

See the draft Environmental Justice Discipline Report (2006) for descriptions of the variety of activities that supported the Public Involvement Plan during the Type, Size, and Location study and environmental EIS scoping phase. Only activities since 2006 are described below.

Comments Database

See the draft Environmental Justice Discipline Report (2006) page 43 of this report for a description of the electronic database was created in 2002 to capture public and agency input, and maintained into 2008. This database has been updated through June 2014 and will be maintained while the project is active.

Project Meetings

A series of meetings has been held to acquaint local community, government, and business groups with the project, to keep them informed of progress, and to solicit public input on design alternatives. Meetings held through March 2008 are listed in Addendum Table 8 along with a brief description of their intent and the date on which each occurred. A public hearing will be held during the Environmental Assessment comment period expected to occur in 2014.

**Addendum Table 8
Project Meetings Held through March 2008**

Meeting	Description	Date(s)
Seattle City Council	Briefings of the Transportation Committee	9/25/02, 12/17/02, 3/4/03, 12/2/03, 7/27/04, 4/11/06
Public Open Houses	All-community meetings designed to inform the public about the project and solicit input for alternative development	10/9/02, 12/5/02, 11/20/03, 10/26/04, 11/29/05, 9/13/06, 10/16/07
Design Advisory Group	Ongoing meetings with representatives from local organizations to solicit input on project alternatives.	10/2/02, 11/6/02, 12/4/02, 1/8/03, 2/5/03, 3/5/03, 5/7/03, 6/3/03, 9/10/03, 11/5/03, 2/4/04, 3/3/04, 5/5/04, 6/2/04, 10/6/04, 2/2/05, 6/1/07, 10/5/05, 11/2/05, 12/7/05, 4/5/06, 5/3/06, 6/7/06, 7/5/06, 8/2/06, 9/6/06, 10/4/06, 2/7/07, 5/2/07, 6/6/07, 8/1/07, 10/3/07, 3/5/08
EIS Scoping Meetings	Meetings with the public and agency representatives to gather comment on what should be studied during the EIS process.	5/22/03
Seattle Design Commission	Briefing to solicit input on project progress	10/17/02, 4/17/03, 7/15/04, 12/1/05, 10/5/06
Queen Anne Transportation Committee	Project briefing	10/30/02, 11/30/05
Queen Anne Chamber of Commerce Board	Project briefing	11/5/02
Port of Seattle Commission or Executives	Project briefings at Commission and executive levels to inform and solicit feedback	6/11/02, 11/20/02, 12/10/02, 1/15/03, 2/11/03, 11/11/03, 2/9/06
Port of Seattle Neighborhood Advisory Committee	Project briefing	11/20/02, 10/15/03
Port of Seattle Transportation Forum	Project briefing	11/6/03
Port of Seattle Public Open House	Project briefing	11/16/04
Magnolia Chamber of Commerce	Project briefing	11/21/02, 2/13/03
Queen Anne/Magnolia District Council	Project briefing	12/2/02, 4/14/03, 10/14/03, 1/12/04, 7/12/04, 11/14/05
Ballard Interbay Northend Manufacturing and Industrial Center Action Committee	Project briefing	12/11/02, 4/9/03, 11/12/03, 3/10/04, 11/9/05
North Seattle Industrial Association	Project briefing	6/25/02
Seattle Freight Mobility Advisory Committee	Project briefing	10/21/03
15th Avenue Corridor Business Briefing	Project briefing targeting business people along the 15th Ave/Elliott Ave corridor	12/11/02
Mayor's Marine Industrial Conference	Project Briefing	6/30/04
Magnolia Community Club	Project briefing	2/13/03, 3/11/04, 2/10/05, 5/11/06
Magnolia Farmers Market	Project briefing	7/24/04, 7/31/04, 8/21/04, 9/18/04, 7/16/05, 8/20/05
Magnolia Summer Festival	Project briefing	8/6/04, 8/7/04, 8/6/05, 8/7/05
32nd Ave W Neighborhood	Targeted neighborhood briefing	2/19/03
Thorndyke Ave W Neighborhood	Targeted neighborhood briefing	3/11/03
Wheeler Ave W Neighborhood	Targeted neighborhood briefing	3/19/03
W Galer St Neighborhood	Targeted neighborhood briefing	4/16/03, 12/10/03
Interbay P-Patch	Targeted neighborhood briefing	5/13/03, 10/21/03
Trident Seafoods	Targeted employee briefing	10/15/04

Public Involvement Targeted to Environmental Justice

See the draft Environmental Justice Discipline Report (2006) page 45 of this report for a discussion of the strategies for engaging environmental justice populations and specific efforts that have occurred through 2006.

The draft Inclusive Outreach and Participation Plan prepared in 2013 will be updated as the project continues.

The draft Environmental Justice Discipline Report (2006) indicated Census Tract 58.02 contained a 2000 U.S. Census population that was over 5 percent Hispanic and warranted translation and interpretation services in accordance with Department of Justice guidelines. This discipline report addendum uses 2010 and 2011 U.S. Census data. Addendum Table 1 on page 72 shows “Asian/Pacific Islander” race exceeding 5 percent in five of the six study area census tracts, and “Hispanic or Latino (of any race)” ethnicity exceeding 5 percent in two of the six study area census tracts. Addendum Table 3 on page 75 shows none of the census tracts have limited English proficient (LEP) population exceeding 2.4 percent. The census data show 349 (1.1 percent) LEP-persons in the study area population of 32,306. Within one-half mile of the draft discipline report alternatives, there are 115 (1.4 percent) LEP persons in a population of 8,086. These percentages fall below the guidelines for translation and interpretation services.

Strategies

See the draft Environmental Justice Discipline Report (2006) on page 46 of this report for strategies. The following is updated information.

Publicity

Advertisements and publicity for the Environmental Assessment public hearing in late 2014 will inform the public that interpreters⁴ may be provide, if possible, at the hearing if the City receives a request five working days prior to the event.

Engaging Workers

Completion of final design and construction of the Preferred Alternative is not scheduled at this time (June 2014). When design and construction dates are known, an outreach program to the affected employers and minority workers will be implemented. The City of Seattle and Port of Seattle will work cooperatively with the one business with potential displacement to either reconfigure the building or relocate the business to avoid or minimized job loss impacts. Outreach will also be conducted to all business affected by construction impacts. Mitigation will be put in place to maintain workplace accessibility, including to those that rely on public transit.

⁴ Interpreters may be provided if requested for the following 1st tier languages: Spanish, Vietnamese, Cantonese, Mandarin, Somali, Tagalog, and Korean. There are seven 2nd tier languages spoken by at least 2000 Seattle residents: Cambodian, Amharic, Oromo, Tigrigna, Laotian, Thai, and Russian.

Specific Public Involvement Efforts and Results

The draft Environmental Justice Discipline Report (2006) on page 47 of this report describes the specific outreach to environmental justice populations in 2003 and 2004 when the project alternative were developed. In summer and fall 2013, the project team conducted interviews with firms with substantial minority workforces. These interviews are described on page 77 and in Addendum Table 7 on page 78. The timing for resumption of project design and scheduling construction is not known at this time and is expected to be several years in the future. Therefore, project presentations were not made directly to employees. The affected businesses will be given direct notification of the Environmental Assessment public hearing date in late 2014, and will be asked if specific interpretation services should be provided.

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Definitions of Adverse and Disproportionate Impacts

See the draft Environmental Justice Discipline Report (draft 2006) for the definitions of adverse and disproportionate impacts as applied to environmental justice.

Assessment of Impacts

See the draft Environmental Justice Discipline Report (draft 2006) for discussion of the guidelines followed for impact assessment.

The Preferred Alternative has the potential to create job losses that would disproportionately affect minority and low-income workers. The businesses on Port of Seattle property adjacent to the existing bridge employ a relatively high number of minority and low-income workers. One of these businesses would potentially need to be relocated under the build alternative. This impact is described in more detail below.

The following factors contribute to the overall low potential for Environmental Justice impacts from the Magnolia Bridge Replacement Project:

- The purpose of the project is to replace a bridge. The Preferred Alternative would not increase capacity for vehicle traffic to travel into and out of Magnolia. Traffic volumes in local neighborhoods would not increase as a result of this project. The project would not have an influence on population and housing growth and would not create increased demand for public services or park and recreation facilities in the area.
- The Preferred Alternative would connect to the same termini as the existing bridge. Traffic patterns would not change under any of the alternatives. Therefore, no operational impacts related to community cohesion would occur. Also, pedestrian and bicycle connections in the study area would be maintained and facilities on the bridge would be improved under all of the alternatives.
- Other discipline reports have been reviewed, and largely because the project is a bridge replacement with the same termini as existing conditions, no localized areas of impact have been identified related to air quality, water quality, visual quality, and hazardous materials. Noise thresholds would be exceeded at some residences along West Galer Street in 2030, but these noise levels would occur under the No Build Alternative as well as the build alternative. These noise levels are a result of background traffic volume growth and would be achieved even if the project were not constructed (see the Noise Discipline Report). Substantial localized impacts related to these elements of the environment have not been identified that would result in disproportionate adverse impacts to minority or low-income populations.
- As described in the Affected Environment section (see Addendum Table 1), non-minorities account for approximately 81 percent of the population living in within one-half mile of the project compared to approximately 66 percent

living in the city and 65 percent in the county. The area within one-half mile of the project alternatives contains proportionately fewer individuals living under the poverty level than the Seattle as a whole, 11.6 percent versus 13.2 percent for the city, and slightly more than King County (10.4 percent). The likelihood that minority or low-income populations living in the study area would be disproportionately affected is therefore relatively low. Also, the fact that no residential displacements would occur under any of the alternatives and the fact that no localized areas of indirect impacts to residences have been identified limits potential impacts related to Environmental Justice.

- Finally, as described above in the Enhanced Public Involvement section, a public involvement program was in place in 2002 through early 2008, and additional involvement has occurred in 2013 and 2014 during updates of the environmental discipline reports and preparation of the draft Environmental Assessment. Throughout this process, no disproportionate impacts to minority or low-income populations have been identified other than the potential for job losses at one business on Port of Seattle property.

Alternative A (Preferred Alternative)

Under the Preferred Alternative, one business, Anthony's Seafood Distributing, which operates with direct ramp access for its delivery trucks to the existing bridge, may be displaced. The Preferred Alternative would no longer provide this business with direct access to the bridge. This business, which employs a large percentage of minority workers, would require relocation or reconfiguration of the existing building. Anthony's had 12 employees when interviewed in January 2004 and 18 employees when interviewed in August 2013. About 75 percent of the employees in 2004 were racial or ethnic minorities. The Anthony's contact interviewed in 2013 did not provide an estimate of minority percentage of the workforce. Other nearby fish processing/distribution employers provided estimates of between 50 and 86 percent minority workforces.

If relocation of Anthony's Seafood Distributing were to result in a loss of jobs, a disproportionately high and adverse impact on minority and low-income workers would occur.

Evaluation

See the draft Environmental Justice Discipline Report (2006) on page 53 of this report for the evaluation discussion.

Overall, minority and low-income workers at a displaced business would not experience adverse impacts that would be appreciably more severe or greater in magnitude than non-minority and non-low-income workers at the same businesses. Because the Terminal 91 businesses employ a relatively high number of minority and low-income workers compared to the population of the study area, the City of Seattle, and King County, if the Preferred Alternative were to create job losses, environmental justice populations would experience an appreciably more severe impact than the rest of the population.

Avoidance, Minimization, Mitigation, and Enhancement

No Build Alternative

See the draft Environmental Justice Discipline Report (2006) on page 55 of this report.

Alternative A (Preferred Alternative)

Under the Preferred Alternative, the only identified potential disproportionate adverse impact on minority or low-income populations would be the potential loss of jobs related to displacement of one business on Port of Seattle property (Anthony's Seafood Distributing). The building housing the business has its loading dock directly accessing the westbound roadway of the existing Magnolia Bridge roadway. The bridge originally has other vehicle connections to warehouse on Piers 90 and 91, but this is the only remaining connection. The Preferred Alternative is located further south than the existing bridge in the vicinity of the building housing Anthony's Seafood Distributing. This was done to allow the west portion of the replacement bridge to be built while the existing bridge remained in operation. When the existing bridge is demolished, temporary detours will provided access to Terminal 91 and its businesses. Not having a mid-bridge connection to a truck loading ramp will also be safer than the existing configuration.

Job loss impacts could be avoided if the building were reconfigured to provide another truck loading configuration on the ground floor. This would allow the business to remain. If the business decided to relocate, job loss could be avoided or minimized by the City of Seattle and the Port of Seattle working with the business to find a suitable location in which to continue operations. The acquisition and relocation program would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources would be available to all relocated businesses without discrimination.

See the draft Environmental Justice Discipline Report (2006) page 55 of this report for additional discussion of criteria to avoid loss of jobs.

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Summary of Findings

See the draft Environmental Justice Discipline Report (2006) on page 57 of this report for the Summary of Finds. The following section updates the draft discipline report.

Project Objectives

See the draft Environmental Justice Discipline Report (2006).

Affected Environment

See the draft Environmental Justice Discipline Report (2006).

The study area includes the 2010 U.S. Census Tract that encompasses the Preferred Alternative footprint and adjacent census tracts. The study area has proportionately fewer low-income and minority individuals compared to the City of Seattle and King County as a whole. The study area also contains fewer limited English proficient (LEP) individuals. The one business potentially displaced by the Preferred Alternative employs a high percentage of minority individuals.

Impacts

No disproportionate or adverse impacts on minority, low-income, or limited English proficient populations have been identified under the No Build Alternative.

The Preferred Alternative would potentially displace one business (Anthony's Seafood Distributing). This business employs a relatively high percentage of minority individuals (reported as 73 percent in the 2004 interview).

Mitigation Measures

Impacts on minority employees of the business displaced by the Preferred Alternative would be avoided and mitigated if the business was to be relocated so that no loss of jobs would occur. To accomplish this, the City of Seattle and the Port of Seattle would work with the affected business to find a suitable location in which to continue operations. The new location would need to be nearby the current location so that employee commutes would not be significantly affected. Also, any new structures for the displaced business would need to be completed prior to relocation so that disruption of business operations would be minimized and no loss of jobs would occur.

The demolition of the existing Magnolia Bridge will remove the connection from the bridge roadway to the business's loading dock on the second floor of the building. Reconfiguration of the building to provide all loading dock functions on the ground floor only could allow the business to remain and avoid the displacement.

Comparison of Alternatives

The No Build Alternative would not require any business displacements. With the mitigation measures implemented for the displaced business as described above, no adverse or disproportionate impacts on minority or low-income populations would occur. The project would therefore meet the provisions of Executive Order 12898, as supported by Title VI of the Civil Rights Act.

References

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