

**SEATTLE PUBLIC UTILITIES  
SEPA ENVIRONMENTAL CHECKLIST**

This SEPA environmental review of Seattle Public Utilities' Chief Sealth Trail Green Stormwater Infrastructure (GSI) Project has been conducted in accordance with the Washington State Environmental Policy Act (SEPA) (RCW 43.21C), State SEPA regulations [Washington Administrative Code (WAC) Chapter 197-11], and the City of Seattle SEPA ordinance [Seattle Municipal Code (SMC) Chapter 25.05].

**A. BACKGROUND**

**1. Name of proposed project:**

Chief Sealth Trail Green Stormwater Infrastructure (GSI) Project

**2. Name of applicant:**

Seattle Public Utilities (SPU)

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

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**4. Date checklist prepared:**

May 8, 2024

**5. Agency requesting checklist:**

Seattle Public Utilities (SPU)

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

Construction is scheduled to begin in March 2026 and conclude in December 2026. For the purposes of this checklist, the project is presumed to require up to 200 working days. For purposes of this environmental review, structural elements including pipes, maintenance holes, retaining walls, and concrete pads are presumed to have a 100-year design life. Plantings, soil, and biofiltration media within the GSI facility would require replacement every 20 to 30 years to remove aged plantings, built-up sedimentation, and spent biofiltration media.

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

SPU has no plans for future additions, expansion, or further activity related to or connected with this project.

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

Documents that have been prepared for this project include:

- Chief Sealth Trail Green Stormwater Infrastructure (GSI) Project – Environmental Critical Areas (ECAs) Exemption Memorandum (2024, April).
- Draft Geotechnical Report Chief Sealth Trail Improvement Project, Seattle, Washington (2023, March).

**9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

According to the City of Seattle Land Use and Building Permit Maps, there are no active land use application or building permit applications awaiting government approval directly affecting the proposed project area.

According to the Seattle Department of Transportation (SDOT) Project and Construction Coordination Map, there are two planned right-of-way (ROW) projects within the project corridor; however, both have anticipated completion dates prior to 2025, before this project would be in construction.

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

Implementation of the proposed work would require these permits or approvals:

- Seattle City Light (SCL): Interdepartmental Agreement and Service Application.
- SDOT: Street Improvements Permit (SIP), Memorandum of Agreement , and Construction Street Use Permit.
- Seattle Department of Construction and Inspections (SDCI): New Construction Permit and Noise Variance (potential based on construction plan and equipment).
- SPU: Drainage Review.
- BP Pipelines/Olympic Pipeline Company: Crossing Agreement and Permit of Facilities Agreement.

**11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.**

The proposed project would provide water quality treatment for collected stormwater runoff from a 26-acre tributary basin before the runoff is discharged to Lake Washington. The project would split flow from an existing 18-inch diameter public storm drain (PSD) and convey the flow by gravity to a green stormwater infrastructure (GSI) facility for water quality treatment with new 12-inch diameter piping. Before entering the GSI facility, runoff would

first pass through a new 48-inch diameter buried pretreatment pipe in Kenyon Wy S to remove large debris and suspended sediments from the water. Approximately 100 linear feet of overland and partially buried 12-inch diameter conveyance piping would be installed to convey runoff water from the pretreatment pipe to the GSI facility. The new GSI facility would have a total footprint of approximately 900 square feet and be filled with flow-through vegetation planted to further remove suspended solids and pollutants from the water. After treatment, the stormwater would return to the existing PSD.

A concrete maintenance access pad would be located adjacent to the GSI facility to accommodate access for specialized maintenance vehicles required to occasionally clean the GSI facility and associated piping.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The project is in the Othello neighborhood of southeast Seattle, with improvements near the intersection of 39th Ave S and Kenyon Ave S. The project site is east of Wing Luke Elementary School and along the Chief Sealth Trail, a multi-use trail that runs parallel with Seattle City Light (SCL) power overhead power transmission lines. Improvements are also proposed within the right-of-way of Kenyon Wy S. The project is within a mix of public right-of-way and on parcel 4006000330 owned by Seattle City Light (SCL).

Refer to **Attachment A** for the project location map and **Attachment B** for the vicinity map. All attachments are located at the end of this checklist.

**B. ENVIRONMENTAL ELEMENTS**

**1. Earth**

**a. General description of the site:**

Flat  Rolling  Hilly  Steep Slopes  Mountainous  Other:

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

The project site is a mix of moderate slope to steep slopes, with the steepest areas greater than 40 percent. The slope to the west of the proposed GSI facility is mapped as a Steep Slope Environmentally Critical Area (ECA), as defined in SMC Chapter 25-09. A map of the existing steep slopes is provided as **Attachment C**.

SPU has issued an EECA Exemption for the project to address the proposed development and the steep slopes.

- c. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing these soils.**

The geologic conditions of the Puget Sound region are a result of glacial and non-glacial activity occurring over the course of millions of years and are described in the Washington Department of Natural Resources' Washington Geologic Information Portal (<https://geologyportal.dnr.wa.gov/>). However, urban development over the last 100 years has resulted in predominance of disturbed native soils/sediments, cut slopes, and placements of fill material. The project area has been developed and disturbed in this way. Due to the developed conditions of the project area and existing uses, the existing soils are not suitable for agriculture and there are no agricultural lands in the area.

Geotechnical borings conducted in area identified fill overlaying Pre-Fraser deposits. The fill layer ranges from between 4.5-feet to 12-feet deep and consists of silty sand with variable amounts of gravel. The Pre-Fraser deposits underlying the fill consisted of silty sand and poorly graded sand with silt with variable amounts of gravel.

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

The City of Seattle designates geologically hazardous areas as ECAs based on historic and current geologic conditions, including topography and underlying soils. A map of the existing steep slopes is provided as **Attachment C**.

The steep slopes in the project area appear to be stable. There are no surface features such as scarps, seepage along the steep slope surfaces, or bulging at the base of slopes that indicate past or probable future slide activity. No known slides, scarps, or history of unstable soils are mapped in the immediate vicinity.

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

Construction of the proposed project would require excavation for new storm drain piping, pretreatment settling pipe, GSI facility, and maintenance access pad. Excavation within existing streets would be backfilled and repaired to match existing conditions. Total excavation volumes for the project are not expected to exceed 1,300 cubic yards, and fill is not expected to exceed 1,000 cubic yards.

Imported fill material would be needed for use as pipe bedding, aggregate, soil, compost, and mulch material in areas to be planted. Imported fill material would be clean and obtained from SPU-approved local purveyors of such materials licensed to conduct business in Washington.

Materials exported from the project site would be disposed of at a City-approved upland location or used as fill material (if determined suitable) at sites approved for filling and grading.

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

Erosion could occur from construction activities, particularly earthwork. To minimize the potential for erosion, the contractor would be required to implement erosion and sediment control best management practices (BMPs) contained within a Project-specific Construction Stormwater and Erosion Control (CSEC) Plan and a Tree, Vegetation, and Soil Protection (TVSP) Plan. To reduce the potential for erosion within the steep slope areas, vegetation would be protected, and earthwork activities would be limited.

The completed project would not increase the potential for erosion because disturbed areas would be restored to preconstruction conditions or better with soil amendment and plantings.

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

Less than 2,000 square feet of new impervious area would be added by the project. Disturbed paved roadways would be restored to match existing conditions.

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

To reduce and control erosion during construction, the contractor would be required to implement BMPs identified within a project-specific Stormwater Pollution Prevention Plan (SWPPP), CSEC Plan, and TVSP Plan. No other earth impacts are anticipated to result from construction or operation of the proposed project.

**2. Air**

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

Mobile and stationary equipment would be used to construct the proposed project, thus generating emissions due to the combustion of gasoline and diesel fuels (such as oxides of nitrogen, carbon monoxide, particulate matter and smoke, un-combusted hydrocarbons, hydrogen sulfide, carbon dioxide, and water vapor). Emissions during construction would also include normal amounts of dust from ground-disturbing activities and exhaust (carbon monoxide, sulfur, and particulates) from construction equipment and are expected to be minimal, localized, and temporary.

The proposed project would produce greenhouse gases (GHGs) in three ways:

- 1) Embodied in the proposed gravel aggregate, paving, and concrete work;
- 2) Use of construction equipment, machinery, and vehicles as described above; and
- 3) During regular operation, maintenance, and monitoring activities.

Total GHG emissions for the proposed project would be approximately 399.1 metric tons of carbon dioxide emission (MTCO<sub>2e</sub>). Approximately 62 percent of this total would be generated by GHG’s embodied in the proposed gravel aggregate, paving, and concrete. GHG emissions embodied in the gravel aggregate, paving, and concrete would be spread out over the 100-year design life of the constructed project. The GHG emission calculations are shown in **Attachment D** and described in Table 1. One metric ton is equal to approximately 2,205 pounds.

The embodied energy in other materials (such as ductile iron pipe) used in this project has not been estimated for purposes of this SEPA environmental review due to the difficulty and inaccuracy of calculating those estimates.

This project would generate GHG emissions during the estimated 200 working days (on average) required per site through the operation of diesel- and gasoline-powered equipment and to transport materials, equipment, and workers to and from the project sites. Estimates are also based on typical transportation and construction equipment used for this type of work.

The proposed project would also generate GHG emissions during operation and maintenance. The estimated emissions are based on the assumed emissions that would be generated annually. The estimated average GHG emissions generated from operations and maintenance over the 100-year design life of the constructed project is 98.5 MTCO<sub>2e</sub>.

**Table 1. Summary of Greenhouse Gas (GHG) Emissions.**

Activity/Emission Type	GHG Emissions (pounds of CO <sub>2e</sub> ) <sup>1</sup>	GHS Emissions (metric tons of CO <sub>2e</sub> ) <sup>1</sup>
Buildings	0	0
Paving	551,150	250
Construction Activities (Diesel)	72,747	33.0
Construction Activities (Gasoline)	38,880	17.6
Long-term Maintenance (Diesel)	212,400	96.3
Long-term Maintenance (Gasoline)	4,860	2.2
<b>Total GHG Emissions</b>	<b>845,037</b>	<b>399.1</b>

<sup>1</sup>Note: 1 metric ton = 2,204.6 pounds of CO<sub>2e</sub>. 1,000 pounds = 0.45 metric tons of CO<sub>2e</sub>

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

There are no known off-site sources of emissions or odors 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 City of Seattle construction practices. These would include requiring contractors to use best available control technologies, proper vehicle maintenance, and minimizing vehicle and equipment idling. In addition, the contractor would be required to implement dust control measures during earthwork, including, but not limited to, street sweeping, water

application to exposed soil surfaces, and covering of soil stockpiles to minimize fugitive dust.

**3. Water**

**a. Surface:**

- (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If so, describe type and provide names. If appropriate, state what stream or river it flows into.**

There are no surface water bodies on or in the immediate vicinity of this project location.

- (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.**

There are no surface water bodies on or near this project location.

- (3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands, and indicate the area of the site that would be affected. Indicate the source of fill material.**

No material would be placed in or removed from surface waters or wetlands.

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

The proposed work would not require surface water withdrawals or diversions.

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

No portion of the project lies within a 100-year floodplain.

- (6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

The proposed project would not discharge waste materials to surface waters.

**b. Ground:**

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

The proposed project would not withdraw, discharge, or surcharge groundwater.

- (2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals...; agricultural, etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material would be discharged to groundwater.

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.

Stormwater runoff within the project area is generated from streets, sidewalks, driveways, and impervious areas from privately and publicly owned improvements. Stormwater is collected by inlets and catch basins and conveyed through existing stormwater drainage pipes. The existing stormwater infrastructure would remain functional during this project.

New stormwater piping and features proposed by this project would temporarily re-route collected stormwater runoff for treatment and would return the treated water to the existing public storm drain system. Runoff from new impervious areas proposed by the project would be collected by the existing public storm drain system.

Stormwater runoff would be managed during construction to prevent sediment from entering and leaving the project site. Any precipitation that lands on the construction site would be contained on-site and either allowed to infiltrate or collected and then treated before being discharged to the storm drain system. Barriers such as sandbags, compost socks, or straw wattles would be used to prevent runoff from entering the project work areas. Once construction is complete, temporary erosion control measures would be removed.

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

There would be no waste materials from this project that could enter ground or surface waters.

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

The completed project would restore disturbed areas to near-original condition and would not create a need to manage additional stormwater runoff beyond existing conditions. Surface runoff patterns would follow pre-construction pathways.



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

The primary goal of this project would be to improve the water quality of stormwater runoff that is conveyed and discharged to Lake Washington. No adverse impacts to surface, ground, or runoff water are anticipated. Best management practices, as identified in the City of Seattle’s Stormwater Code SMC Title 22, Subtitle VIII, relevant City of Seattle Director’s Rules, and Volume 2 Construction Stormwater Control Manual, would be used as needed to control erosion and sediment transport from and to the project site during construction.

**4. Plants**

**a. Types of vegetation found on the site:**

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

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

The proposed work would remove field grasses, invasive blackberry (*Rubus* species) bushes and brush groundcover vegetation from a total area of approximately 4,500 square feet. Approximately 2,500 square feet of disturbed area would be revegetated with native and drought tolerant plantings. An additional 900 square feet of area would be planted within the GSI facility.

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

No federally listed endangered or threatened plant species or State-listed sensitive plant species are known to occur within the City of Seattle municipal limits.

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

Within the GSI facility, plantings would be contained within a series of walled and terraced bioretention cells. Selected plants would be capable of surviving inundation with water as well as extended periods of drought throughout summer months.

Upland areas outside of the GSI facility would be planted with drought tolerant and native species. Plantings would include a variety of field grasses, flowering meadow seed mixes, groundcover, shrubs, and large shrubs. Selected plantings would not exceed 10-

feet in height at maturity due to the presence of overhead power transmission lines. Final planting design would maintain open lines of sight and would consider wildlife habitat to attract birds, insects, and small mammals.

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

The King County Noxious Weed Program (available at King County iMap interactive online mapping program, <http://gismaps.kingcounty.gov/iMap/>) identifies poison-hemlock (*Conium maculatum*) as a controlled noxious weed on this site as of 2023. Himalayan blackberry (*Rubus bifrons*) is also present on the site.

**5. Animals**

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

**Birds:**             Hawk             Heron             Eagle             Songbirds  
 Other: The project area is within the Pacific Flyway migratory corridor. In addition to the boxes checked, other commonly observed species include crows, pigeons, chickadees, and gulls.

**Mammals:**        Deer             Bear             Elk             Beaver  
 Other: The geographic extent of the project encompasses habitats for animal species commonly found in urban areas. Commonly observed species include opossums, rabbits, raccoon, skunk, squirrel, rats, mice, and bats.

**Fish:**             Bass             Salmon         Trout             Herring  
 Shellfish        Other:

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

Based on a check of the Washington Department of Fish and Wildlife’s “Priority Habitat Species on the Web” database on April 4, 2024, no federal Endangered Species Act listed species or identified priority species are known to on or near the project site.

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

Seattle is within the migratory route of many birds and other animal species, and is part of the Pacific Flyway, a major north-south route of travel for migratory birds in the Americas extending from Alaska to Patagonia, South America. The proposed project would not impact this migration.

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

The proposed work would limit plant removal, pruning, and other disturbance to that required for project construction. No trees would be removed, and no in-water work is proposed. New plantings in restored areas of the project site would provide wildlife habitat for birds, insects, and small mammals.

To comply with the federal Migratory Bird Treaty Act, a qualified biologist would perform a pre-construction survey for breeding birds prior to any land clearing or vegetation

removal activities during construction. If active breeding bird nests are observed, no ground-disturbing activities or vegetation removal would be conducted within exclusion zones established depending on species, habitat, and level of disturbance. The exclusion zone would remain in place around the active nest until all young are no longer dependent upon the nest. A biologist would monitor the nest site weekly during the breeding season to ensure the buffer is sufficient to protect the nest site from potential disturbance. If active nests must be moved or destroyed, a Special Purpose (Miscellaneous) Permit from the U.S. Fish and Wildlife Service would be required prior initiating construction activities. This permit may contain conditions or provisions for relocation and/or monitoring to be conducted by a professional wildlife biologist and may also include post-construction mitigation and reporting requirements.

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

King County lists the European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), eastern gray squirrel (*Sciurus carolinensis*), and fox squirrel (*S. niger*) as terrestrial invasive species for this area (<http://www.kingcounty.gov/services/environment/animals-and-plants/biodiversity/threats/Invasives.aspx>).

**6. Energy and Natural Resources**

**a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

No additional energy would be required to meet the constructed project's energy needs, beyond the energy already utilized for the existing storm system. The proposed improvements operate using gravity-driven flow.

If it is determined through coordination with SDOT that additional pedestrian lighting improvements are warranted, the project would require limited use of electricity to power these improvements. Improvements to pedestrian lighting would be typical of an urban environment.

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

The proposed project does not involve building structures or planting vegetation that would block access to the sun for 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:**

The proposed project would not result in adverse energy or natural resource impacts; therefore, measures to reduce or control energy impacts are not included in the project design.

**7. Environmental Health**

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe:**

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

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

The project site is not known to have environmental contamination. However, it is possible that contamination of soil or groundwater associated with past uses or activities on or near a site may be present.

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

The project corridor is shared by the Olympic Pipeline, a 12-inch diameter buried petroleum pipeline owned by BP, which runs north to south through the project site. Olympic pipeline would review, approve, and observe proposed activities directly adjacent or above the petroleum pipeline. Ground disturbance and construction activities would be limited near the pipeline. Hazardous conditions could occur if project construction encounters or disturbs this pipeline.

The project corridor is also shared by a 20-inch diameter cast iron water main that runs west to east through the project site. The water main piping material is aging and brittle. Settlement monitoring would be required to reduce the risk of damage to the main. No construction equipment or material loading would be allowed directly over the pipeline in unimproved areas. Ground disturbance and construction activities would be limited near the pipeline. Hazardous conditions could occur if project construction encounters or disturbs this main.

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

Chemicals and pollutants that may be present during construction include:

- Petroleum products associated with vehicle and equipment use, including fuel, lubricants, hydraulic fluids, and form-release oils.
- Glues, solvents, and adhesives.
- Chemicals associated with portable toilets.

No toxic or hazardous chemicals would be stored, used, or produced at any time during the operating life of the constructed project.

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

No special emergency services such as confined space rescue would be required during construction or operation of the project. Emergency fire or medical services could be required during project construction, as well as during operation of the completed project. However, the completed project would not demand higher levels of special emergency services than already exist at the project location.

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

The construction contractor would be required to develop and implement a Spill Plan to control and manage spills during construction. In addition, a spill response kit would be maintained at each site during construction work at that site, and all project site workers would be trained in spill prevention and containment consistent with the City of Seattle's Standard Specifications for Road, Bridge, and Municipal Construction. During construction, the contractor would use standard operating procedures and best management practices identified in the City of Seattle's Stormwater Code SMC Title 22, Subtitle VIII, relevant City of Seattle Director's Rules, and Volume 2 Construction Stormwater Control Manual to reduce or control any possible environmental health hazards. Soils contaminated by spills during construction would be excavated and disposed of in a manner consistent with the level and type of contamination, in accordance with federal, state, and local regulations, by qualified contractor(s) and/or City staff.

**b. Noise**

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

Noise that exists in the area would 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 project construction would temporarily increase during construction. Short-term noise from construction equipment would be limited to the allowable maximum levels of applicable laws, including the City of Seattle's Noise Control Ordinance (SMC Chapter 25.08.425—Construction and Equipment Operations). Within the allowable maximum levels, SMC 25.08 permits noise from construction equipment between the hours of 7 a.m. and 7 p.m. weekdays, and 9 a.m. and 7 p.m. weekends and legal holidays. If an emergency requires work outside of the allowed working during construction, a noise variance would be acquired for the proposed work.

Some construction activities, such as saw cutting, may temporarily exceed the maximum permissible noise levels. In these discrete cases, which may be up to 10

days over the course of construction, a noise variance would be acquired for the proposed work.

Long-term, the completed project would not produce noise discernable over the existing background noise of the Project's urban setting.

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

Construction equipment would be muffled in accordance with the applicable laws. SMC Chapter 25.08, which prescribes limits to noise and construction activities, would be enforced while the project is being constructed and during operations, except for emergencies. A noise variance would be acquired in the discrete cases when prescriptive noise limitations are expected to be exceeded.

**8. Land and Shoreline Use**

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

The project location is in a mix of public right-of-way and SCL property. Overhead high-tension power lines run north to south through the project area. The corridor is also shared by the Chief Sealth Trail. Adjacent land uses include multi-family and single-family residential housing.

The work would not change the land use of the nearby or adjacent properties. However, the proposed work would result in temporary street, bike lane, trail, and sidewalk closures, and/or route detours experienced by individuals who live, work, or visit destinations on or near the project location.

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

The project site has not been recently used for agricultural purposes or forestry. The project would not result in land use conversion.

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

The proposed work would neither be affected by nor affect surrounding working farm or forest land normal business operations because there are no such operations at or near the project site.

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

Nearby structures include retaining walls, stairs, power transmission line towers, railings, below grade utility structures, and transportation structures such as light poles and street signs. Nearby structures are not associated with the project and would not be affected.

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

The proposed project would require pavement cutting to access the underlying utility corridor. Existing utilities are not expected to require relocation or removal. One pedestrian light pole is anticipated to be relocated. No other demolition or alteration of existing structures would occur.

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

The proposed site lies within three zoning classifications: RSL (M) on northern portion of the site (neighborhood residential), LR2 (M) (multifamily residential) on the east portion of the site, and NR3 zone (vacant, multifamily) to the southwest of the site. Zoning information found at <https://www.arcgis.com/apps/webappviewer/index.html?id=f822b2c6498c4163b0cf908e2241e9c2>.

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

The comprehensive plan designation of the site is a mix of Residential Urban Village and Neighborhood Residential Areas. <https://seattlecitygis.maps.arcgis.com/apps/instant/sidebar/index.html?appid=5a18de8626a643889625309e8f8bcbcf>

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

The project site is not in a Shoreline Management District.

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

As mapped by the City of Seattle <http://seattlecitygis.maps.arcgis.com/apps/webappviewer/index.html?id=f822b2c6498c4163b0cf908e2241e9c2> the project site contains steep slope ECAs. A map of the steep slope areas is provided as **Attachment C**.

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

No people would reside or work in the completed project.

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

The project would not displace any people.

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

There would be no displacement impacts.

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

The proposed project is a utility improvement project and would not change the existing land uses. No measures are required to ensure the proposal is compatible with existing and projected land uses and plans.

**m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:**

There are no nearby agricultural and forest lands of long-term commercial significance. No measures are required to reduce or control impacts to agricultural and forest lands of long-term commercial significance.

**9. Housing**

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

The proposed project would not construct any housing units.

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

The proposed project would not eliminate any housing units.

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

No measures are proposed because there would be no housing impacts.

**10. Aesthetics**

**a. What is the tallest height of any proposed structure(s), not including antennas? What is the principal exterior building material(s) proposed?**

Proposed retaining walls in the GSI facility would have a maximum exposed height of 30 inches and would be constructed of concrete. The tallest structure would be an existing pedestrian light fixture, which would be relocated. Public artwork would be included in the project, but specifics have not yet been determined.

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

Views in the project corridor would be temporarily altered during construction. However, these impacts would be limited to the duration of construction. Long-term, views would be improved through the installation of the GSI facility, increased variety of vegetation, and public artwork.

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

A short segment of above ground piping is proposed on the steep slope, but plantings would be installed around the exposed piping to screen it from view. Long-term, aesthetic impact from this project would be beneficial through the installation of the GSI facility, increased variety of vegetation, and public artwork.

**11. Light and Glare**

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

During construction, if an emergency requires after-dark work, the construction contractor may deploy portable lights that would temporarily produce light and glare.



The proposed project would not produce light or glare. No new streetlights are proposed. One pedestrian light pole would be relocated within 40 feet of its current location.

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

The completed project would not create light or glare. Relocation of the pedestrian lighting would not result in wider glare impacts.

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

There are no existing off-site sources of light and glare that would affect the proposal.

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

No adverse light or glare impacts would result from the completed project; therefore, no reduction or control measures are proposed. If an emergency requires after-dark work during construction, portable lighting would be adjusted to the extents practical to minimize glare while maintaining safe working conditions.

**12. Recreation**

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

The Chief Sealth Trail runs north to south through the project area and is used bicycle commuting and informal recreational activities such as cycling, dog-walking, walking, and jogging. The trail also provides access to Wing Luke Elementary school.

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

Temporary disruptions to pedestrian use and access to portions of the sidewalk, trail, and bike lanes in the project area would be experienced during construction. However, the construction contractor would be required to provide safe pedestrian detours to maintain access to the greatest extents practical. The proposed work would not permanently displace existing recreational uses.

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

Temporary lane closures and detours affecting vehicle and pedestrian routes and access would be required during construction. Such closures and detours would comply with relevant policies administered by SDOT as part of its Construction Street Use Permit process. The project would attempt to make detours and closures as brief as possible. Permanent displacement of existing recreational resources would not occur.

**13. Historic and Cultural Preservation**

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

According to the Washington State Department of Archaeology & Historic Preservation Washington Information System for Architectural and Archaeological Records Data (WISAARD), there are no resource within the immediate vicinity of the project area that are determined eligible for listing. However, there are buildings and structures older than 45 years near the project location.

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

No landmarks, features, or other evidence of Indian or historic use or occupation are known to be on or adjacent to the project location. However, according to the Washington Information System for Architectural and Archaeological Records Data (WISAARD) predictive model based on environmental factors, the project location is in an area with a Moderate Risk rating for detecting archaeological resources. No cultural resource surveys were conducted for the proposed project. No known archaeological materials or cemeteries have been found in or near the project site.

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

To determine if National Register or Washington Heritage Register eligible properties are in or adjacent to the project, the project sites were checked against the following resources on January 4, 2024:

Seattle Department of Neighborhoods Landmark Map:

<http://www.seattle.gov/neighborhoods/programs-and-services/historic-preservation/landmarks/landmarks-map>

Seattle Department of Neighborhoods Historic Resources Survey Database:

<http://www.seattle.gov/neighborhoods/programs-and-services/historic-preservation/historic-resources-survey>

King County Historic Preservation Viewer:

<https://kingcounty.maps.arcgis.com/apps/View/index.html?appid=08c6e1fe041b4f7a8912e21b55219de1>

Washington Heritage Register and National Register of Historic Places:

<http://www.dahp.wa.gov/historic-register>

Washington Information System for Architectural and Archaeological Records Data database: <https://wisaard.dahp.wa.gov/>

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

The proposed work would minimally disturb previously disturbed and filled upland areas. The proposed work would not affect buildings or known cultural resources. The work's location on previously disturbed and filled ground importantly reduces the chance of encountering contextually significant archaeological materials. However, given the Moderate rating for potentially encountering archaeological materials, the project would have an approved inadvertent discovery plan onsite and in effect during all construction and ground-disturbing activities.

**14. Transportation**

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

The proposed project is located within the public ROW of Kenyon Wy S and S Kenyon St near the intersection with 39<sup>th</sup> Ave S. Access to the proposed GSI would be for the intersection of S Kenyon St and 39<sup>th</sup> Ave S.

To accommodate construction, detours would be provided to mitigate temporary accessibility impacts. Staging areas would be on parcel 4006000330 owned by Seattle City Light (SCL) pending required approvals are obtained.

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

King County Metro bus stops are not present on S Kenyon St or 39<sup>th</sup> Ave S, and city busses do not appear to traverse these roads. Beacon Ave S and Martin Luther King (MLK) Jr Wy S both have city bus stops; the nearest one to site is on MLK Jr Wy S and is approximately 700 ft from the site.

School bus traffic is expected since Wing Luke Elementary school is adjacent to the site. Project construction would be conducted primarily during summer months to minimize school related traffic impacts. If work is conducted concurrent with the school year, the construction contractor would be required to conduct traffic control in accordance with SDOT requirements and construction working hours may be modified.

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

The project would restore any damaged street surfacing, curbs, or other transportation infrastructure to pre-construction conditions or better and consistent with SDOT requirements. Minor improvements to the public ROW may also occur as directed or approved by SDOT through the SIP permitting process. The proposal would not require any new or improved public or private transportation infrastructure.

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

The proposed project would not use water, rail, or air transportation.

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

Construction of the proposed project would create an estimated 1,660 vehicle round trips due to the transport of materials and personnel to and from the work site. Operation and maintenance of the completed project over its 100-year lifespan would produce an estimated 400 additional vehicle round trips (two maintenance vehicle and two tractor trucks each year). These trips would occur during business hours (between 7 a.m. and 6 p.m.) on weekdays.

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

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

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

The proposed work does not have permanent transportation-related impacts. Temporary lane closures or detours affecting vehicle and pedestrian routes would be required.

The following measures would be used to reduce or control transportation impacts:

- The construction contractor would be required to submit traffic control plans for approval and enforcement by SPU and SDOT.
- Public notifications would be made before and during construction to inform residents, local agencies, and other stakeholders of work progress and expected disruptions or changes in traffic flow.
- Access for emergency-response vehicles would be maintained at all times.
- Temporary closure durations would be minimized to the greatest extent practical and detour routes would be properly signed. Vehicle access to private properties would be maintained, subject to temporary traffic control measures such as signage and flagging.
- Alternative routes for pedestrians, bicyclists, and those with disabilities would be identified and clearly signed, as needed.

**15. Public Services**

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

The proposed project is not expected to create an increased need for public services. Project construction would be required to always accommodate emergency access via

affected streets. Emergency access would comply with relevant policies administered by SDOT as part of its Construction Street Use Permit process.

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

During construction, the project would accommodate emergency access at all times. No mitigation is being proposed because the project would not increase impacts on public services.

**16. Utilities**

**a. Check utilities available at the site:**

- None  
 Electricity     Natural gas     Water     Refuse service  
 Telephone     Sanitary sewer     Septic system  
 Other: petroleum pipeline, cable, fiber optics, storm drainage

**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.**

The proposed project is a stormwater drainage project led by SPU that would treat runoff to improve water quality before it is discharged to Lake Washington. The proposed project would consist of the following improvements:

- Installation of a buried flow split diversion structure and storm drain piping to direct stormwater flows from the existing public storm drain into new buried 48-inch pre-treatment pipe located in Kenyon Wy S.
- New storm drain piping to convey flows from the pre-treatment pipe to a GSI facility for water quality treatment.
- The GSI facility would be a non-infiltrating facility of approximately 850 square feet in area.
- The GSI outlet structure would discharge stormwater back to the existing public storm drain piping.
- A maintenance access pad with short retaining walls would be installed to facilitate GSI facility cleaning and maintenance with specialized equipment.

Construction of the proposed improvements would be completed through open trench construction and grading excavations. Relocation of existing utilities is not planned. No utility interruptions during construction are anticipated.

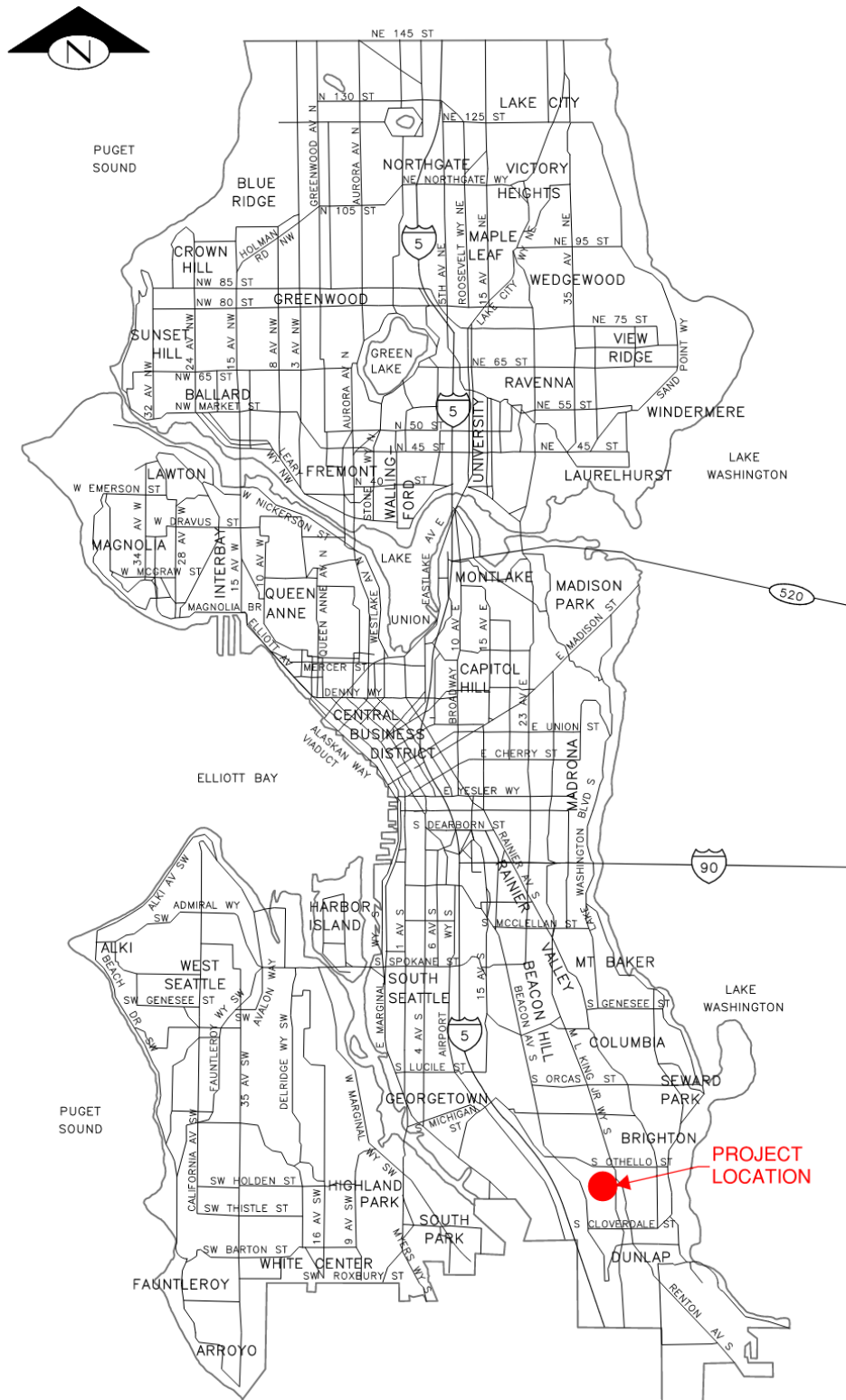
**C. SIGNATURE**

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: \_\_\_\_\_  
 Christina Kapoi, Project Manager

- Attachment A: Location Map
- Attachment B: Vicinity Map
- Attachment C: Environmentally Critical Areas
- Attachment D: Greenhouse Gas Emissions Worksheet

Attachment A: Location Map

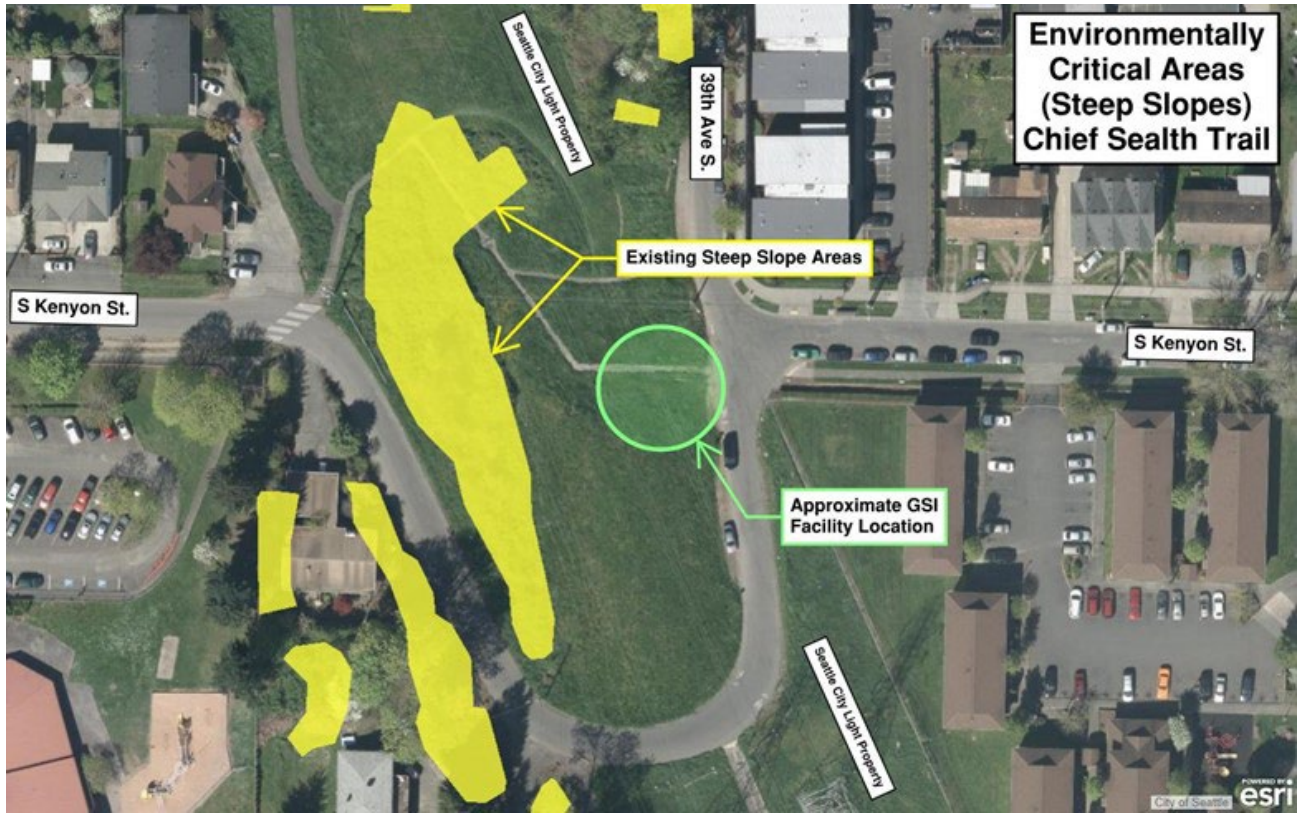


Attachment B: Vicinity Map





Attachment C: Environmentally Critical Areas



**Attachment D: Greenhouse Gas Worksheet**

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

<b>Section II: Pavement</b>					
					Emissions (MTCO <sub>2</sub> e)
Pavement (sidewalk, asphalt patch)		0	50		0
Concrete or Asphalt Pad (50 MTCO <sub>2</sub> e per 1,000 sq ft of pavement 6 inches deep)		5	50		250
<b>TOTAL Section II Pavement</b>					<b>250</b>

<b>Section III: Construction</b>	
(See detailed calculations below)	Emissions (MTCO <sub>2</sub> e)
<b>TOTAL Section III Construction</b>	
	<b>50.6</b>

<b>Section IV: Operations and Maintenance</b>	
(See detailed calculations below)	Emissions (MTCO <sub>2</sub> e)
<b>TOTAL Section IV Operations and Maintenance</b>	
	<b>98.5</b>

<b>TOTAL GREENHOUSE GAS (GHG) EMISSIONS FOR PROJECT (MTCO<sub>2</sub>e)</b>	<b>399</b>
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**Attachment D: Greenhouse Gas Emissions Worksheet, continued**

Section III Construction Details		
Construction: Diesel		
Equipment	Diesel (gallons)	Assumptions
Excavator	560	80 hours x 7 gallons/hour (345 hp engine)
Vactor Truck	80	16 hours x 5 gallons/hour (270 hp engine)
Front-end Loader	1,400	200 hours x 7 gallons/hour (345 hp engine)
Dump Truck and Pup (17 CY capacity)	400	40 round trips x 50 miles/round trip ÷ 5mpg
Flat-bed Truck	100	10 round trips x 50 miles/round trip ÷ 5 mpg
Concrete Truck (10 CY capacity)	60	6 round trips x 50 miles/round trip ÷ 5mpg
Road Roller	140	40 hours X 3.5 gallons/hour
<b>Subtotal Diesel Gallons</b>	<b>2,740</b>	
<b>GHG Emissions in lbs CO<sub>2</sub>e</b>	<b>72,747</b>	26.55 lbs CO <sub>2</sub> e per gallon of diesel
<b>GHG Emissions in metric tons CO<sub>2</sub>e</b>	<b>33.0</b>	1,000 lbs = 0.45359237 metric tons

Construction: Gasoline		
Equipment	Gasoline (gallons)	Assumptions
Pick-up Trucks or Crew Vans	1,600	200 working days x 4 vehicles x 2 round-trip/day x 20 miles/round trip ÷ 20 mpg
<b>Subtotal Gasoline Gallons</b>	<b>1,600</b>	
<b>GHG Emissions in lbs CO<sub>2</sub>e</b>	<b>38,880</b>	24.3 lbs CO <sub>2</sub> e per gallon of gasoline
<b>GHG Emissions in metric tons CO<sub>2</sub>e</b>	<b>17.6</b>	1,000 lbs = 0.45359237 metric tons

Construction Summary		
Activity	CO <sub>2</sub> e in pounds	CO <sub>2</sub> e in metric tons
Diesel	72,747	33.0
Gasoline	38,880	17.6
<b>Total for Construction</b>	<b>111,627</b>	<b>50.6</b>

Section IV Long-Term Operations and Maintenance Details		
Operations and Maintenance: Diesel		
Equipment	Diesel (gallons)	Assumptions
Vactor Truck	8,000	16 hours/year x 5 gallons/hour x 100 years (270 hp engine) (2 round trips/year)
<b>Subtotal Diesel Gallons</b>	<b>8,000</b>	
<b>GHG Emissions in lbs CO<sub>2</sub>e</b>	<b>212,400</b>	26.55 lbs CO <sub>2</sub> e per gallon of diesel
<b>GHG Emissions in metric tons CO<sub>2</sub>e</b>	<b>96.3</b>	1,000 lbs = 0.45359237 metric tons

Operations and Maintenance: Gasoline		
Equipment	Gasoline (gallons)	Assumptions
Pick-up Trucks (O&M)	200	40 miles/year x 100 years ÷ 20 mpg (2 round trips/year, 20 miles per trip)
<b>Subtotal Gasoline Gallons</b>	<b>200</b>	
<b>GHG Emissions in lbs CO<sub>2</sub>e</b>	<b>4,860</b>	24.3 lbs CO <sub>2</sub> e per gallon of gasoline
<b>GHG Emissions in metric tons CO<sub>2</sub>e</b>	<b>2.2</b>	1,000 lbs = 0.45359237 metric tons

Operations and Maintenance Summary		
Activity	CO <sub>2</sub> e in pounds	CO <sub>2</sub> e in metric tons
Diesel	212,400	96.3
Gasoline	4,860	2.2
<b>Total Operations and Maintenance</b>	<b>217,260</b>	<b>98.5</b>