SEATTLE PUBLIC UTILITIES
SEPA ENVIRONMENTAL CHECKLIST

This SEPA environmental review of Seattle Public Utilities' Drainage Improvement Project near 10765 59th Ave S Project has been conducted in accord with the Washington State Environmental Policy Act (SEPA) (RCW 43.21C), State SEPA regulations [Washington Administrative Code (WAC) Chapter 197-11], and the City of Seattle SEPA ordinance [Seattle Municipal Code (SMC) Chapter 25.05].

A. BACKGROUND

1. Name of proposed project:

Drainage Improvement Near 10765 59th Ave S

2. Name of applicant:

Seattle Public Utilities

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

Izzy Schwartz, Project Manager
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4. Date checklist prepared:

September 17, 2021

5. Agency requesting checklist:

Seattle Public Utilities (SPU)

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

Project construction is scheduled for fall of 2021 and is anticipated to require up to 5 working days.

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

There are no future additions planned related to this proposal.

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

No environmental information has been prepared or will be prepared.

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

There are no known pending applications or proposals related to the affected properties.

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

- City of Seattle Street Use Permit (Seattle Department of Transportation [SDOT])

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.

SPU has identified a project (C343402) to address a localized drainage issue in unopened and opened and improved street rights-of-way for 59th Ave S, S Eastwood Dr, and S Fountain St, City of Seattle (Attachments A and B). The existing formal stormwater drainage system ends in the unopened right-of-way for 59th Ave S. An existing 12-inch diameter concrete public storm drain runs north-south along 59th Ave S, carries flow south past S Eastwood Dr and the dead-end, and outfalls on the hill through a 12-inch diameter concrete pipe. The concrete outfall transitions to a 12-inch diameter half-round corrugated metal pipe (CMP) approximately 30 feet downslope. The CMP has a significant bend in its alignment to avoid a tree, which causes water to exit the pipe and erode a drainage channel near the CMP. Water continues down the hill, partly through an eroded channel and partly through the CMP, and crosses S Fountain St (a gravel dead-end road). A junction box set at the toe of the slope is set too far into the road and most water bypasses the box and follows a drainage path adjacent to the culvert. This drainage path continually exposes more of the culvert and causes a driving hazard for the 3 private properties on the other side of the dead-end. In addition, the culvert outfall appears to be completely buried such that it is unlikely water is being conveyed through the culvert. Most of the water being conveyed by the CMP flows along the surface before eventually flowing to a downstream ditch that discharges to Taylor Creek.

This project would install drainage improvements at the dead-end of 59th Ave S near S Eastwood Dr. The project would install a Type 240B (acting as a junction box) in-line with the existing 12-inch concrete public storm drain north of the guardrail at the dead-end of 59th Ave S and S Eastwood Dr. Approximately 160 feet of 12-inch diameter HDPE pipe would be installed from the Type 240 junction box to the bottom of the slope at S Fountain St. Approximately 130 feet of that pipe would be surface-mounted. At the bottom of the slope near S Fountain S and 59th Ave S a Type 277b junction box would be installed along with a 16-inch ductile iron (DIP) sleeve into the structure. The sleeve would consist of 3 feet of 12-inch diameter HDPE inside 20 feet of 16-inch diameter HDPE pipe. A second Type 277b junction box would be installed in-line with the first junction box 13 feet south. From this second structure, 50 feet of 18-inch diameter DIP would be installed and the pipe outlet would daylight. A dissipation rock pad would be installed at the end of the 18-inch diameter DIP culvert. The work area and staging area would be approximately 5,800 square feet and located in street right-of-way.

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.

There is no street address for this project. The project is at the dead-end of 59th Ave S and S Eastwood Dr and in unopened, unimproved street right-of-way for 59th Ave S and S Fountain St near 10765 59th Ave S.

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 steepest slope in the project area is more that 40 percent. The project would not require excavation in steep slopes (slopes with an incline of 40% or more) or their 15-foot buffers. A portion of surface-mounted pipe would be in the 15-foot buffer of a steep slope.

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

The general geologic condition of the Puget Sound region is a result of glacial and non-glacial activity that occurred over the course of millions of years. Review of the geologic map covering the project location (Troost et al. 2005, available at http://pubs.usgs.gov/of/2005/1252/) indicates the project area is underlain primarily by Vashon-aged till and advance outwash deposits. This includes well-sorted and stratified silts, sands, and gravel. However, urban development in these parts of the City and on and around the project site over the last 100 years has resulted in a predominance of disturbed native soils/sediments, cut slopes, and placements of fill material throughout the project site and immediately surrounding area. Surficial soils consist of placements of fill material.

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

The project site is in Steep Slope and Steep Slope Buffer Environmentally Critical Areas (ECA) as mapped by the City of Seattle Department of Construction and Inspections (SDCI) (https://seattlecitygis.maps.arcgis.com/apps/webappviewer/index.html?id=f822b2c6498c4163b0cf908e2241e9c2). There are no surface indications of instability at this site.

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 would include excavation, grading, and filling necessary to replace the drainage culvert. Total volume of excavation is estimated to be no more than 55 cubic yards; total volume of filling is estimated to be no more than 55 cubic yards. Fill materials would include asphalt, native soil, and Type 17 select backfill from SPU stockpiles. Total area of disturbed ground is estimated to be no more than 1,500 square feet: 100 square feet asphalt restoration, 950 square feet of gravel restoration, and 450 square feet of restoration with native soil/jute fabric/plantings.

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

The proposed work would restore all surfaces in-kind and use erosion control on all disturbed areas not intended to be repaved. This would include placing native soil back over disturbed areas and placing jute fabric for erosion control. All ground disturbance would be in gently sloping areas; no ground disturbance would occur in the steep slope or steep slope buffer ECAs. Temporary erosion and sediment control best management practices (BMPs) would be deployed, inspected, and maintained as needed.

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

The proposed work is in existing paved areas, gravel areas, and native soil/ grassy areas. Paved surfaces damaged by construction would be replaced. There would be no new impervious surfaces.

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

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

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.

During construction, emissions would occur from vehicles and mobile and stationary equipment that combust gasoline and diesel fuels, such as crew vehicles, trucks, and construction equipment. Those emissions would include oxides of nitrogen, carbon monoxide, particulate matter and smoke, uncombusted hydrocarbons, hydrogen sulfide, carbon dioxide, and water vapor. Emissions during construction could also include fugitive dust related to ground-disturbing activities.

Greenhouse gas emissions are characterized as 'direct' (emissions from sources owned or controlled by the reporting entity) and 'indirect' (emissions from sources that are a consequence of the reporting entity, but which occur at sources owned or controlled by another entity [e.g., electricity purchased to operate facilities and equipment and embodied emissions associated with the manufacture of purchased materials]). This Checklist provides information regarding potential for new or increased direct greenhouse gas emissions resulting from construction and operation of the project, including indirect construction-related (embodied) emissions associated with replacement of demolished and damaged concrete/asphalt surfaces and structures. Embodied greenhouse gas emissions in other materials such as aggregate and pipe materials to be used in this project have not been estimated as part of this environmental review due to the difficulty of accurately calculating those emissions.

Construction would generate greenhouse gas emissions during the estimated 5 working-days via the operation of diesel- and gasoline-powered equipment and the transport of materials, equipment, and workers to and from the site. Because project construction methods were not completely known at the time this Checklist was prepared, estimates provided here are based on daily vehicle operation times for the estimated working-day duration; actual times may be less. The project's direct greenhouse gas emissions related to construction are presented as total metric tons of carbon dioxide (MTCO2e), calculated in Attachment C, and summarized in Table 1. Total greenhouse gas emissions for the project are estimated to be about 52.3 metric tons of carbon dioxide emission (MTCO2e), where one metric ton is equal to 2,205 pounds. Long-term maintenance of the project improvements would not result in increases in greenhouse gas emissions above current levels. The completed project would not generate additional air emissions beyond those required by the existing drainage asset.

Table 1. Summary Of Greenhouse Gas (GHG) Emissions

Activity/Emission Type	GHG Emissions (pounds of CO_2e)[1]	GHS Emissions (metric tons of CO_2e)[1]
Buildings	0	0
Paving	110,250	50
Construction Activities (Diesel)	4,460.4	2
Construction Activities (Gasoline)	739	.3
Long-term Maintenance (Diesel)	0	0
Long-term Maintenance (Gasoline)	0	0
Total GHG Emissions	115,449.4	52.3

[1] Note: 1 metric ton = 2,204.6 pounds of CO_2e. 1,000 pounds = 0.45 metric tons of CO_2e

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 that may 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, ensure proper vehicle maintenance, and minimize vehicle and equipment idling. The completed project would not generate odors or generate additional air emissions beyond those required by the existing drainage asset.

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.

This culvert system conveys stormwater collected from impervious street surfaces and adjacent privately owned impervious surfaces. There are no un-piped watercourses or waterbodies near the project location, but stormwater discharged from this drainage asset is conveyed to Taylor Creek, a Lake Washington tributary. The proposed project is more than 100 feet east of Taylor Creek and would not affect this watercourse.

(**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 would be no work over or in any waterbodies.

(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 fill or dredge 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.

Stormwater runoff from the project area is collected via existing stormwater catch basins and directed into the subject drainage system. The completed project would not change the volume or timing of stormwater runoff directed to Taylor Creek.

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

No part of the proposed work is in or near a 100-year floodplain or floodway.

(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 produce or discharge waste materials to surface waters. The completed project would not affect volumes or destinations of stormwater conveyed through this drainage system.

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.

Excavations are not expected to require dewatering during construction. If dewatering is required, SPU would require its contractor to prepare a Temporary Construction Dewatering Plan and collected water would be managed according to the Plan. Quantities of water that could potentially be collected during temporary construction dewatering and the discharge location(s) of that water are unknown. The project would not otherwise 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 for this project.

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.

Project area stormwater runoff from paved surfaces within the street rights-of-way and from roof and yard drains from adjacent private properties is collected via existing stormwater catchbasins and directed into SPU's drainage system. During project construction, stormwater runoff may need to be managed to prevent sediment from entering and leaving the construction site. Precipitation that lands on construction site would be directed to the existing stormwater collection and conveyance system or contained on-site and allowed to infiltrate. Barriers such as sandbags, wattles, and catchbasin inserts would be used to prevent sediments from entering and leaving the construction area. Once construction is complete, temporary erosion control measures would be removed.

Disturbed areas would be restored to their near-original conditions and disturbed ground not covered by pavement or other impervious surfaces would be vegetated and protected from erosion. Generally, the completed project would be re-covered with concrete and/or asphalt or revegetated with native plant species and would not create additional impervious surfaces or a need to manage additional stormwater runoff beyond currently existing conditions. Stormwater runoff on and adjacent to the project site would follow pre-construction drainage pathways.

During construction, BMPs would be used to protect the existing stormwater drainage system and to minimize erosion and sedimentation. BMPs (as identified in the City of Seattle's Stormwater Code SMC 22.800 through 22.808, City of Seattle Director's Rule SDCI 10-2021/SPU DWW-200, Volume 2 Construction Stormwater Control Technical

Requirements Manual) would be used to manage stormwater runoff, construction disturbance, and erosion as needed during construction.

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

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

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

Procedures to prevent and control pollutants, including hazardous materials such as hydrocarbons and pH-modifying substances, would be described in a spill prevention, control, and countermeasures plan prepared for the project and approved by the City of Seattle prior to the start of construction.

(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 (primarily concrete and/or asphalt) and would not create a need to manage additional stormwater runoff beyond currently existing conditions. Stormwater would follow pre-construction drainage pathways.

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

No adverse impacts to surface, ground, or runoff water are anticipated. BMPs, as identified in the City of Seattle's Stormwater Code SMC Title 22, Subtitle VIII, City of Seattle Director's Rule SDCI 10-2021/SPU DWW-200, 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:

☒ Deciduous trees:	☒ Alder	☒ Maple	☐ Aspen	☐ Other: black cottonwood
☒ Evergreen trees:	☒ Fir	☒ Cedar	☐ Pine	☐ Other:
☒ Shrubs				
☒ Grass (turf)				
☐ Pasture				
☐ Crop or grain				
☐ Orchards, vineyards, or other permanent crops				

☐ Wet soil plants:	☐ Cattail	☐ Buttercup	☐ Bulrush	☐ Skunk cabbage
☐ Other:				
☐ Water plants:	☐ water lily	☐ eelgrass	☐ milfoil	☐ Other:
☐ Other types of vegetation:				

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

Vegetated areas in affected unopened street rights-of-way are mixed deciduous forests. Adjacent private parcels consist mostly of impervious surfaces (i.e., roofs, driveways, and patios) and pervious areas vegetated with lawn, landscaping, and trees. Street trees are present in unimproved and improved street rights-of-way affected by this project. Construction would not remove any trees but would disturb small areas vegetated with herbaceous plants. Trees and shrubs in the right-of-way may need to be pruned to accommodate construction.

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

According to a review of the Washington Department of Natural Resources (WDNR) Natural Heritage Program's document called "Sections that Contain Natural Heritage Features, Current as of July 15, 2021" (accessed at www.dnr.wa.gov), there are no documented occurrences of sensitive, threatened, or endangered plant species at or near the project site. No federally-listed endangered or threatened plant species or State-listed sensitive plant species are known to occur within Seattle's municipal limits. The project site has been intensively disturbed by development and redevelopment over the last 100 years and has been extensively excavated, filled, paved, or occupied by street, utility, and other constructed features. There is no habitat for threatened or endangered plants.

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

All street trees would be protected during construction and no trees would be removed. Some shrubs and herbaceous vegetation would be disturbed by excavation. All disturbed ground not intended to be re-paved in street rights-of-way would be amended with suitable soil-improving materials (e.g. compost) and revegetated with native plant species as directed by SDOT.

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

A review of information maintained by the King County Noxious Weed Program (available at King County iMap interactive online mapping program, http://gismaps.kingcounty.gov/iMap/) did not identify documented occurrences of any noxious weeds within 200 feet of the project 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: crow, pigeon, gull				
Mammals:	☐ Deer	☐ Bear	☐ Elk	☐ Beaver
☒ Other: possum, raccoon, squirrel				
Fish:	☐ Bass	☐ Salmon	☐ Trout	☐ Herring
☐ Shellfish	☐ Other:			

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

No such species are known to be present at or near the project site, based on a check of the Washington Department of Fish and Wildlife's "Priority Habitat Species on the Web" database on September 14, 2021. The project site is known to be (but not mapped as being) within the habitat of bald eagle (*Haliaeetus leucocephalus*) and great blue heron (*Ardea herodias*)—priority species in Washington.

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

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

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

The proposed work would limit plant removal, pruning, and other disturbance to that required for project construction. Project construction would not remove any trees but would damage or destroy turf or other herbaceous planting strip vegetation. All damaged turf would be restored as directed by SDOT.

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

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

6. Energy and Natural Resources

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

The completed project would not require electricity.

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

The completed project would not affect the potential use of solar energy by adjacent properties. No elements of the project would cast shade on 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:

There are no conservation features or proposed measures to reduce or control energy impacts because there would be no such impacts.

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 include gasoline and diesel fuels, hydraulic fluids, oils, lubricants, solvents, paints, and other chemical products. A spill of one of these chemicals could potentially occur during construction due to equipment failure or worker error. 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 had industrial or commercial land uses that may have resulted in contamination of soil materials. However, it is possible contamination of soil or groundwater associated with past uses or activities on or near the 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.

There are no known hazardous chemicals or conditions that might affect project development and design.

(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.

Construction activities such as sawcutting, concrete pouring and handling, etc., would generate pollutants that could potentially enter local drainage conveyance systems. Non-sediment pollutants that may be present during construction include:

- Petroleum products, including fuel, lubricants, hydraulic fluids, and form oils
- Paints, glues, solvents, and adhesives
- Concrete and concrete washwater

- Chemicals associated with portable toilets.

During project construction, wastewater flows would be temporarily bypassed around the stations as required to accomplish project work. The completed project would not affect the volume or composition of conveyed stormwater. Potential for hazardous chemicals to be produced by or associated with substances present in, or chemical processes occurring in, the conveyed stormwater, would be the same as prior to construction.

During normal operation of the project improvements, no toxic or hazardous chemicals would be stored at any time at the project site. However, SPU workers may use small quantities of the above items as part of routine operation and maintenance activities.

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

No special emergency services would be required during construction or operation of the project. Possible fire or medic services could be required during construction, as well as possibly 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:

SPU's construction contractor would be required to develop and implement a Spill Plan to control and manage spills during construction. During construction, the contractor would use standard operating procedures and BMPs identified in the City's Stormwater Code SMC Title 22, Subtitle VIII, City of Seattle Director's Rule SDCI 10-2021/SPU DWW-200, and Volume 2 Construction Stormwater Control Manual to reduce or control possible environmental health hazards. In addition, a spill response kit would be maintained during construction and all workers would be trained in spill prevention and containment consistent with the City of Seattle's Standard Specifications for Road, Bridge, and Municipal Construction.

Soil discovered to be contaminated by previous land uses or 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 near 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. Construction is estimated to require approximately 5 working days. The completed project would not generate noise.

(2) 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) and Washington State Maximum Environmental Noise Levels (WAC Chapter 173-60) would be enforced while the project is being constructed and operated (except for emergencies).

8. Land and Shoreline Use

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

Proposed improvements are in improved street rights-of-way used for vehicle and pedestrian travel and vehicle parking. Adjacent land use is entirely residential.

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

The project site has not been recently used for agricultural purposes.

(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.

The proposed work is associated with existing surface mounted and buried drainage culverts located in public right-of-way. Adjacent property uses are single-family residential (some of which may include space for home-based occupations). Utilities are located in street rights-of-way.

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

The project would not demolish any aboveground structures.

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

Single Family (5,000 square foot lots)

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

Single Family Residential

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.

The project site is in Steep Slope and Steep Slope Buffer ECAs as mapped by SDCI (https://seattlecitygis.maps.arcgis.com/apps/webappviewer/index.html?id=f822b2c6498c4163b0cf908e2241e9c2).

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 project would be 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.

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?

The surface-mounted pipe on the slope would be 1 foot in diameter. The junction box in grass would be placed 2 feet above the existing surface level. All other constructed structures would be buried.

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

No views would be altered or obstructed.

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

No such measures are proposed because there would be no aesthetic impacts.

11. Light and Glare

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

The constructed project would not produce light or glare. No new street lights are proposed or required. During construction, if an emergency situation calls for after-dark work, the construction contractor may deploy portable lights that temporarily produce light and glare.

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

The project would not create light or glare.

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 measures are needed to reduce or control light and glare impacts because no impacts would occur. If an emergency requires after-dark work during construction, portable lighting would be adjusted as feasible to minimize glare.

12. Recreation

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

No parks or other designated recreational opportunities are located in the immediate vicinity of the project site. However, the proposed work is located in street right-of-way used for informal recreational activities such as dog-walking, walking, jogging, and bicycling.

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

The proposed work would not permanently displace any existing recreational uses. Project construction activities could result in short-term, temporary impacts to access and use of open space areas and street access locations. Project construction activities would result in short-term temporary lane closure and detour impacts to the use of the affected streets by walkers, runners, and bicyclists.

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

Construction would require temporary lane closures. Such closures would comply with relevant policies administered by SDOT as part of their Street Use permitting process. There are numerous route alternatives for pedestrians, joggers, and bicyclists. The project would attempt to make those closures and detours as brief as possible. Project notifications through website updates, emails, and mailings would provide affected residents with advance notice regarding temporary closures and detours. In addition, SPU would take the following measures to avoid or reduce projects impacts on recreation activities:

- Coordinate all project work affecting streets in advance with SDOT;
- Comply with required SDOT Street Use Permits issued for the project;
- Ensure that safe pedestrian and bicycle routes are maintained at all times consistent with approved street use permits, and traffic control plans; and

Place temporary project signs along affected streets prior to project construction to provide residents with advance notice regarding temporary street closures and detours.

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.

There are numerous residential and commercial buildings over 45 years old located in the vicinity of the project site, most of which have not been evaluated for cultural/historic significance. The project was checked against the registers listed in Item B.13.c below. None of these registers recorded any places or objects listed on, or proposed for, national, state, or local preservation registers located on or adjacent to the project site. However, aside from the stormwater drainage assets affected by this project, no buildings or structures would be disturbed by the project. These drainage assets may be older than 45 years but have not been evaluated for eligibility for listing in national, state, or local preservation registers.

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.

According to the information sources listed in Item B.13.c below, there are no such cultural resources at or near the project site. According to the Washington State Department of Archaeology and Historic Preservation's Landscape Predictive Model, the project site is in an area of Moderate Risk and Low Risk for discovery of cultural resources. However, all ground disturbance and excavation would occur in existing street right-of-way and developed areas disturbed previously in recent times by installation of underground utility infrastructure, roads, and residential structures.

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 properties are in or adjacent to the project site, the project locations were checked against the following registers on September 14, 2021:

- Washington Information System for Architectural & Archaeological Research Data (WISAARD) maintained by the Washington State Department of Archaeology and Historic Preservation https://wisaard.dahp.wa.gov/
- King County and City Landmarks List maintained by the King County Historic Preservation Program, https://www.kingcounty.gov/~/media/services/home-property/historic-preservation/documents/resources/T06_KCLandmarkList.ashx?la=en
- Landmark List, and Map of Designated Landmarks, maintained by the City of Seattle, Department of Neighborhoods, accessed May 6, 2021 http://www.seattle.gov/neighborhoods/programs-and-services/historic-preservation/landmarks/landmarks-map

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.

Proposed work would not affect buildings or known cultural resources. Only portions of SPU's municipal stormwater drainage system would be affected. None of those objects are considered historically or culturally important. Also, proposed work is in previously disturbed and filled upland areas, which significantly reduces the chance of encountering contextually significant archaeological materials. However, an inadvertent discovery plan would be in effect and on-site during all ground-disturbing activity. Work crews would be trained on inadvertent discovery protocols should archaeological material be discovered. If evidence of cultural artifacts or human remains (either historic or prehistoric) be encountered during excavation, work in that immediate area would be suspended and the find examined and documented by a professional archaeologist. Decisions regarding appropriate mitigation and further action would be made at that time.

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 project would occur using existing street rights-of-way for 59th Ave S, S Eastwood Dr, and S Fountain St.

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?

The proposed project would not affect public transportation. The nearest bus stop (Metro Route 106) is on Renton Ave S, approximately 1,800 feet from the project location.

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

Because the proposed work involves demolishing paved street surfaces and other work in the street right-of-way, construction would require temporary closures of parking as well as travel lanes. Parking associated with street rights-of-way is currently on-street, free parking managed by the City of Seattle. During construction, there may be no or restricted parking on one or both sides of affected streets. Project construction would temporarily eliminate up to approximately 10 on-street public parking spaces adjacent to the construction zone to accommodate contractor vehicles, mobilization, construction, and local and through access. Generally, however, there is ample on-street and off-street parking available elsewhere at this project site and most adjacent and nearby residences have their own off-street parking. Specific timing and duration of parking and lane closures are not known at this time, but such closures would comply with relevant policies administered by SDOT as part of its street use permitting process. The completed project would neither create nor eliminate parking spaces.

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

The project would restore all demolished and damaged street surfaces to pre-construction conditions or better, as required by SDOT. No new permanent roads or streets would be constructed as part of the project.

e. 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 or occur near water, rail, or air transportation.

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

Project construction would generate up to 40 daily vehicle trips due to workers and materials being transported to and from the site during the estimated total 5-working-day construction period based on normal Northwest weather conditions. Those trips would occur during business hours (between 7 a.m. and 6 p.m.) on weekdays (Mondays through Fridays) and on weekend days. The completed project would not generate any additional vehicle trips beyond that which would normally occur for the on-going and routine operation, maintenance, and monitoring of the drainage assets in this area.

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

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

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

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

- SPU would conduct public outreach before and during project construction to notify 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.
- Through access and vehicle access to private properties may not be available at all times during construction, but temporary closures would be minimized.
- 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. The project would be required at all times to accommodate emergency access for buildings accessed via the affected streets. Emergency access would comply with relevant policies administered by SDOT as part of its permitting process.

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

During construction, the project would be required at all times to accommodate emergency access for structures accessed via affected street rights-of-way. The project would avoid impacting known buried and overhead utilities, which include overhead electrical and communications utilities and buried gas, water, and sewers. No mitigation is being proposed because the project would have no adverse impacts on public services.

16. Utilities

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

☐ None
☒ Electricity ☒ Natural gas ☒ Water ☒ Refuse service
☒ Telephone ☒ Sanitary sewer ☐ Septic system
☒ Other: stormwater drainage, cable, fiber optics

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.

During construction, this proposed work is not expected to interrupt or reconstruct other utilities. However, inadvertent damage to underground utilities could occur during construction. While such incidents do not occur frequently, they could temporarily affect services to customers served by the affected utility while emergency repairs are made. No other interruptions to regular utility services are expected during construction. The completed project would enhance life and serviceability of critical drainage facilities and would continue to be owned, operated, and maintained by SPU.

C. SIGNATURE

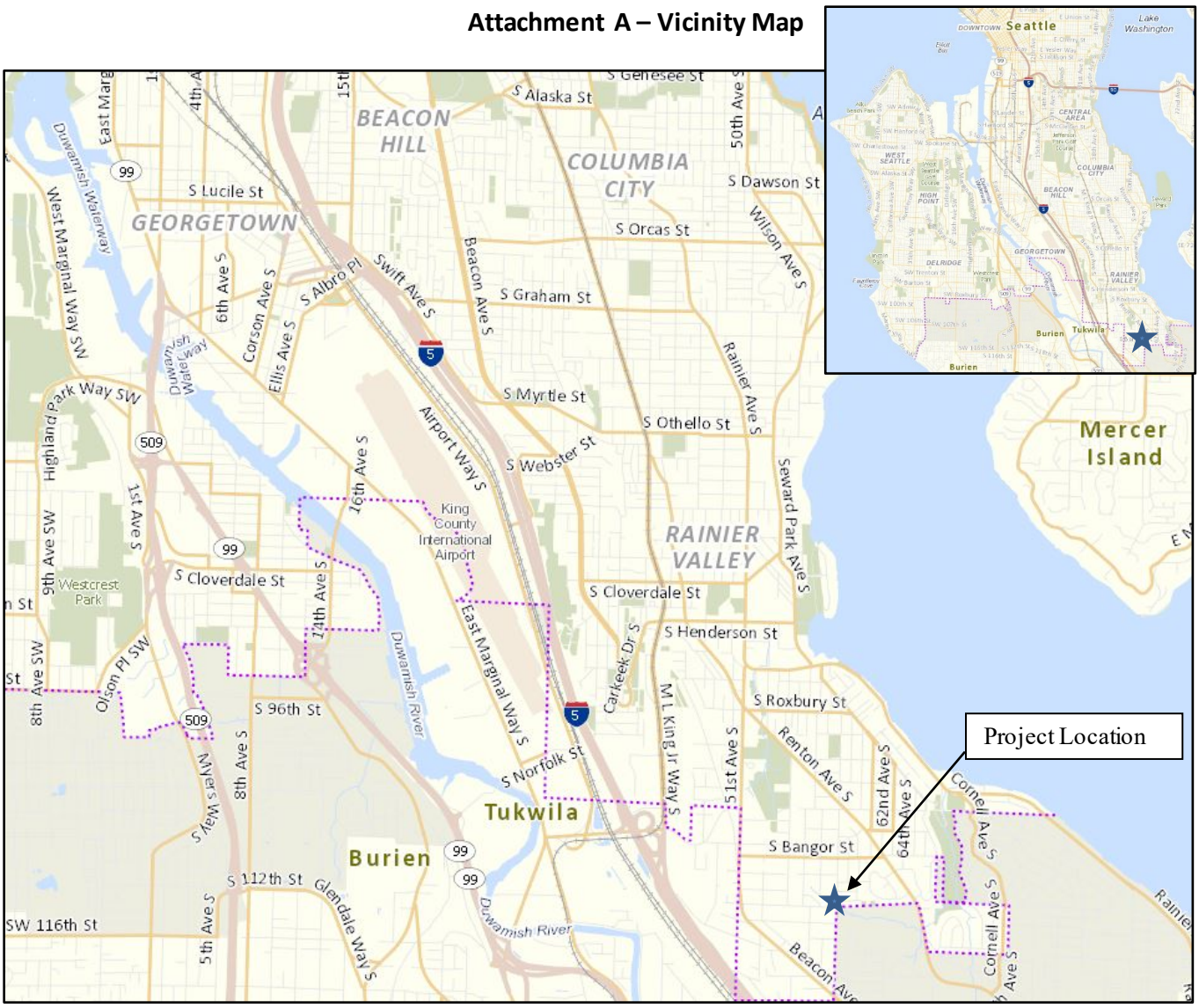
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Isabella Schwartz Digitally signed by Isabella Schwartz Date: 2021.09.17 09:07:46 -07'00'

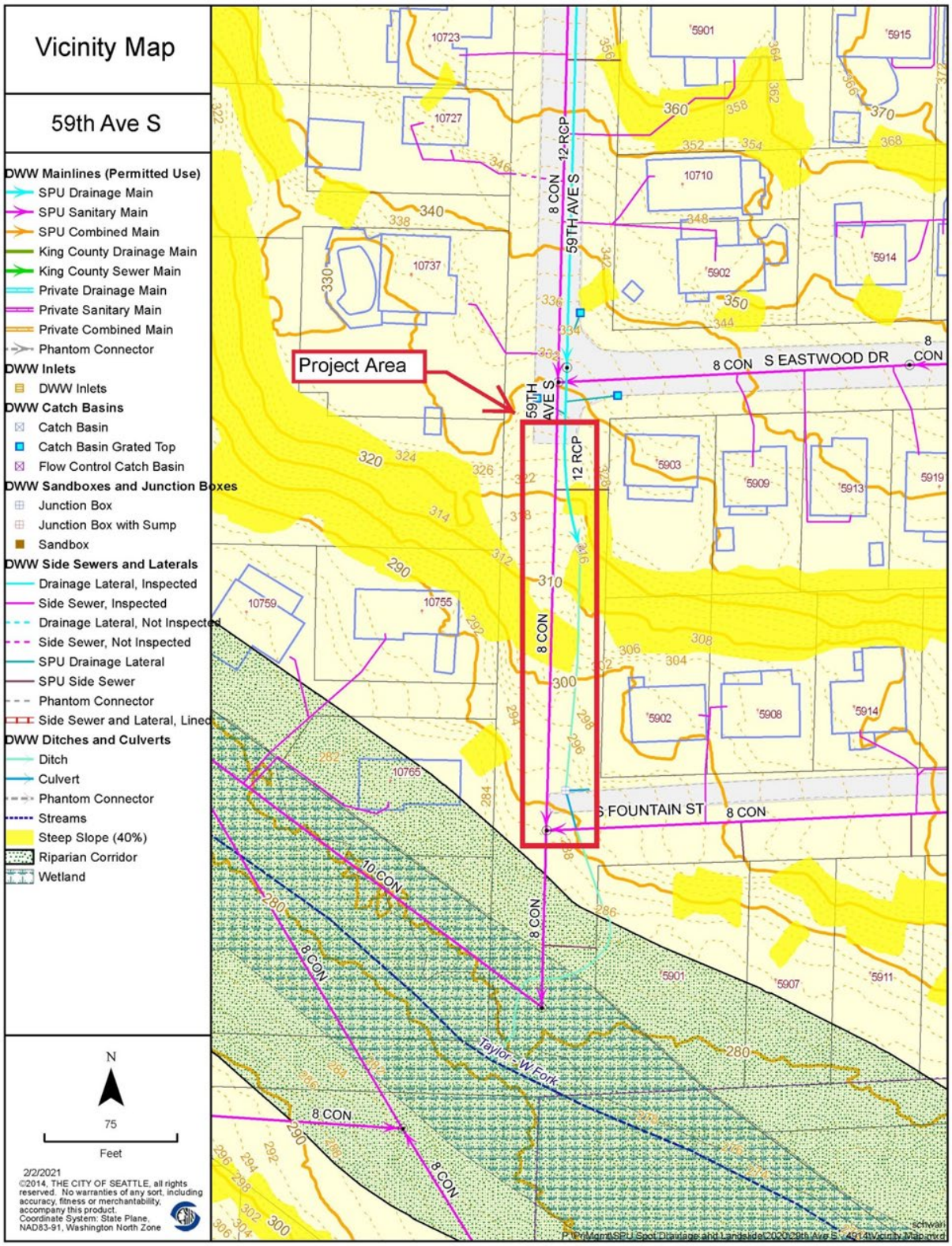
Izzy Schwartz, Project Manager

Attachment A – Vicinity Map
Attachment B – Site Map
Attachment C – Photographs
Attachment D – Greenhouse Gas Emissions Worksheet

Attachment A – Vicinity Map



Attachment B – Site Map



Attachment C – Photographs

Upstream Project Location

Downstream Project Location

Attachment D – Greenhouse Gas Emissions Worksheet

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet ($MTCO_2e$) Embodied	Energy	Transportation	Lifespan Emissions ($MTCO_2e$)
Single-Family Home	0		98	672	792	0
Multi-Family Unit in Large Building	0		33	357	766	0
Multi-Family Unit in Small Building	0		54	681	766	0
Mobile Home	0		41	475	709	0
Education		0.0	39	646	361	0
Food Sales		0.0	39	1,541	282	0
Food Service		0.0	39	1,994	561	0
Health Care Inpatient		0.0	39	1,938	582	0
Health Care Outpatient		0.0	39	737	571	0
Lodging		0.0	39	777	117	0
Retail (Other than Mall)		0.0	39	577	247	0
Office		0.0	39	723	588	0
Public Assembly		0.0	39	733	150	0
Public Order and Safety		0.0	39	899	374	0
Religious Worship		0.0	39	339	129	0
Service		0.0	39	599	266	0
Warehouse and Storage		0.0	39	352	181	0
Other		0.0	39	1,278	257	0
Vacant		0.0	39	162	47	0
					TOTAL Section I Buildings	**0**

Section II: Pavement

						Emissions ($MTCO_2e$)
Pavement (sidewalk, asphalt patch)						
Concrete Pad (50 $MTCO_2e$/1,000 sq. ft. of pavement at a depth of 6 inches)		1,000 sq ft, 6 inches thick				50
					TOTAL Section II Pavement	**50**

Section III: Construction

(See detailed calculations below)	Emissions ($MTCO_2e$)
TOTAL Section III Construction	**2.3**

Section IV: Operations and Maintenance

(See detailed calculations below)	Emissions ($MTCO_2e$)
TOTAL Section IV Operations and Maintenance	**0**

TOTAL GREENHOUSE GAS (GHG) EMISSIONS FOR PROJECT ($MTCO_2e$)	**52.3**

Attachment D – Greenhouse Gas Emissions Worksheet, continued

Section III Construction Details		
Construction: Diesel		
Equipment	**Diesel (gallons)**	**Assumptions**
Front-end Loaders/Excavators (1)	140	20 hours x 7 gallons/hour (345 hp engine)
Dump Truck (10 CY capacity)	2	1 round trip x 10 miles/round trip ÷ 5 mpg
Flat-bed Truck	20	5 round trips x 20 miles/round trip ÷ 5 mpg
Drum Compactor	2	4 hours x 0.5 gallons per hour
Concrete Truck (10 CY capacity)	4	1 round trip x 20 miles/round trip ÷ 5 mpg
Subtotal Diesel Gallons	168	
GHG Emissions in lbs CO_2e	4,460.4	26.55 lbs CO_2e per gallon of diesel
GHG Emissions in metric tons CO_2e	2	1,000 lbs = 0.45359237 metric tons

Construction: Gasoline		
Equipment	**Gasoline (gallons)**	**Assumptions**
Pick-up Trucks or Crew Vans	30	5 working days x 3 trucks x 2 round-trip/day x 20 miles/ round trip ÷ 20 mpg
Subtotal Gasoline Gallons	30	
GHG Emissions in lbs CO_2e	729	24.3 lbs CO_2e per gallon of gasoline
GHG Emissions in metric tons CO_2e	.3	1,000 lbs = 0.45359237 metric tons

Construction Summary		
Activity	**CO_2e in pounds**	**CO_2e in metric tons**
Diesel	4,460.4	2
Gasoline	729	.3
Total for Construction	5,189.4	**2.3**

Section IV Long-Term Operations and Maintenance Details		
Operations and Maintenance: Diesel		
Equipment	**Diesel (gallons)**	**Assumptions**
Subtotal Diesel Gallons	0	
GHG Emissions in lbs CO_2e	0	26.55 lbs CO_2e per gallon of diesel
GHG Emissions in metric tons CO_2e	0	1,000 lbs = 0.45359237 metric tons

Operations and Maintenance: Gasoline		
Equipment	**Gasoline (gallons)**	**Assumptions**
Subtotal Gasoline Gallons	0	
GHG Emissions in lbs CO_2e	0	24.3 lbs CO_2e per gallon of gasoline
GHG Emissions in metric tons CO_2e	0	1,000 lbs = 0.45359237 metric tons

Operations and Maintenance Summary		
Activity	**CO_2e in pounds**	**CO_2e in metric tons**
Diesel	0	0
Gasoline	0	0
Total Operations and Maintenance	0	**0**